

CLARENDON

SECTOR PLAN | 2022



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2022 Clarendon Sector Plan Update- An Update to the 2006 Sector Plan
Adopted April 2022

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I. INTRODUCTION



A. INTRODUCTION

A sector plan for the Clarendon area was first approved by the County Board in 1984. The plan set forth guiding policies and urban design guidelines for future redevelopment in Clarendon. In the late 1980s, the County undertook another planning process together with community members to revisit the Clarendon Sector Plan, and a Clarendon Sector Plan Addendum was adopted by the County Board in 1990. The 1990 plan emphasized with more clarity urban design characteristics desired for future projects and set the course for several new implementation strategies, including new zoning tools. Between 1990 and 2005, 13 site plan and proffer projects were approved by the County Board. Around 2000, this surge of new development signaled to the County and the Clarendon community that it was time once again to revisit the long-term plans that resulted in the 2006 Sector Plan. However, in the fifteen year period following the adoption of the 2006 Sector Plan, only five special exception projects were approved. Today, both the County and the community remain interested in the quality of development and ensuring that the quality of life in and around Clarendon is monitored and remains at a high level into the future. Refining the vision and updating recommendations to advance these goals have been a major focus of the process to create the sector plan update for Clarendon in 2022.

This 2022 Clarendon Sector Plan update supersedes the 1984,1990 and 2006 sector plans and is the principal implementation document for Clarendon. The overarching goals, vision, framework and policies from the 2006 Sector Plan were not revisited and continue to be paramount in guiding the future of Clarendon. This plan supports the County's Comprehensive Plan, specifically the General Land Use Plan, Master Transportation Plan, Affordable Housing Master Plan, Historic Preservation Master Plan, and the Public Spaces Master Plan and is intended to guide development in the Clarendon station area for the next 15 to 20 years. The plan reinforces the 2006 Plan's refined vision for the Clarendon area as an "urban village." Building on its historical commercial focus, this "urban village" concept is to be achieved through a high-quality public environment, with accessible and connected spaces, and a rich mix of uses that give a sense of place and distinctiveness to Clarendon. The policies and strategies in the plan build on concepts presented in previous County plans to concentrate a mix of uses around each Metro station with active ground-floor uses, quality public spaces, a balance of upper-story uses, and lower levels of density and height closer to surrounding neighborhoods.

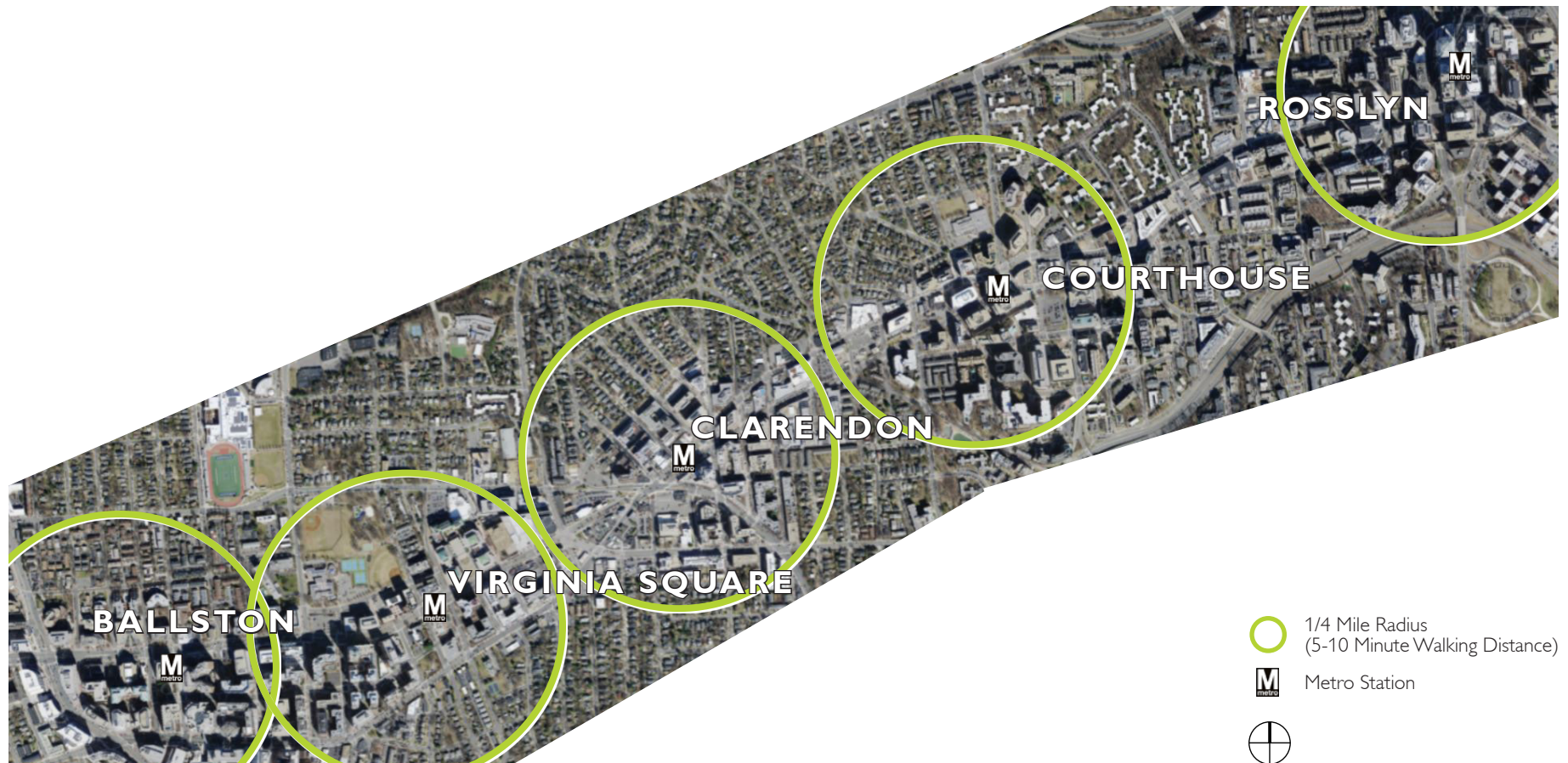
Specifically, this Plan includes a series of Adopted Policies that originate from a unifying vision statement, planning goals, and concept plan elements. Together these key elements provide the guiding framework for future redevelopment in Clarendon. These policies and regulations have shaped the physical development of Clarendon over the last 15 years, including private development projects and major public investments like the Clarendon Circle transportation improvements. However, some 2006 sector plan recommendations have yet to be realized, including redevelopment of key sites south of Washington Boulevard, the presumed relocation of Fire Station 4, and a new public park along 10th Street to meet the needs of a growing community.

The 2022 Clarendon Sector Plan Update Study provided a forum to preview active and pending development proposals together with public facility goals, by evaluating the following:

- How conditions and assumptions have evolved since 2006, including changes to the office market, and public facility and park public space needs;
- How current and future service needs for public safety and public spaces can be achieved; and
- Proposed alternatives to detailed 2006 sector plan guidance and zoning for private development within the study area to advance the sector plan's vision.




METRO STATION AREAS IN THE ROSSLYN-BALLSTON CORRIDOR

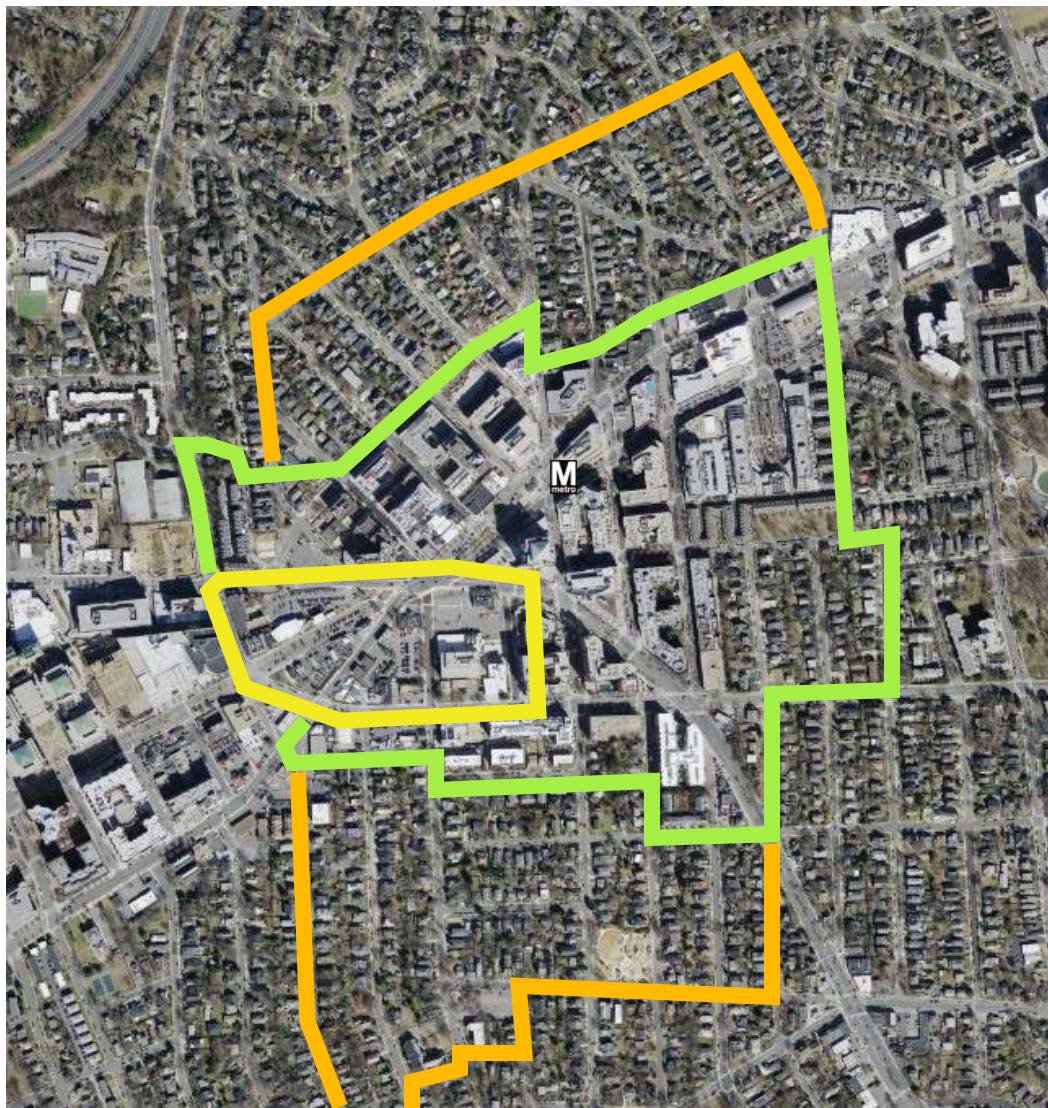
Figure 1.1



STUDY AREA MAP

Map 1.1

-  CLARENDON STATION
-  2006 STUDY AREA
-  2022 STUDY AREA



B. BACKGROUND

In the late 1960s, Arlington County embarked on a planning effort that continues today. The decision to locate the Metrorail Orange Line along Wilson Boulevard and Fairfax Drive, rather than along I-66, was a watershed event, dramatically increasing the County's influence on regional development patterns and setting the stage for remaking the entire corridor from Rosslyn to Ballston. In 1972, the County took the next logical step and prepared a report entitled RB '72: Rosslyn-Ballston Corridor Alternative Land Use Patterns, which described alternatives for the future of the Metro corridor.

Arlington would eventually explore alternatives to create more dynamic Metro station areas by guiding land use and density patterns toward mixed-use development to avoid creating places with solely office uses and very little activity during the evening and weekend hours. The County established five station areas, each within approximately one-quarter mile radius from the respective Metro station entrance, with broad goals of pedestrian accessibility, architectural quality, and a rich mix of uses for each area (See Figure 1.1). This led to the evolution of the original sector plans which contained more detail on the specific vision for each station area. The first Clarendon Sector Plan was adopted in 1984—a challenging project due to closely located low-density neighborhoods and the call for density and design

sensitivity particularly near Clarendon's edges. Since 1984, Clarendon's preservation and development has been guided by a series of interrelated County plans and policies. The General Land Use Plan and 1984 Sector Plan provided general guidance, while the 1990 Sector Plan Addendum and 1994 East Clarendon Special Coordinated Mixed-Use District Plan provided more detailed urban design, streetscape, and preservation recommendations. These documents, together with other County policies and plans addressing transportation, public space, historic preservation, public art, streetscape improvement, and retail development, affordable housing, and energy and sustainability provided a foundation for the 2006 Clarendon Sector Plan and updated recommendations in this 2022 Clarendon Sector Plan Update.

The primary objective of the 2020-2022 study was to consider and develop recommendations for County Board consideration on focused updates to policy guidance in the 2006 Clarendon Sector Plan and related Zoning Ordinance regulations. The study did not revisit the 2006 sector plan's vision statement, overarching goals, or framework elements, which lay a foundation for achieving a long range vision for Clarendon. Rather, the study considered whether the 2006 plan's specific recommendations for individual sites should be refined in a manner that is consistent with the broader goals and policies while being more suitable for current real estate



development dynamics. Elements of the plan that were reevaluated, and account for updated policies adopted by the County Board in the Comprehensive Plan or elsewhere, include the following: (1) Land uses for private redevelopment (i.e. office, residential, hotel, retail); (2) Building height and form; (3) Transportation (new street locations and street dimensions/design); (4) Potential replacement of Fire Station 4; and (5) Guidance for public space(s) for the land areas described under the 2022 Study Area Boundary below. Editorial changes are also included to reflect recent construction projects and other built conditions, terminology consistent with adopted policies, or for similar reasons to present a refreshed plan.

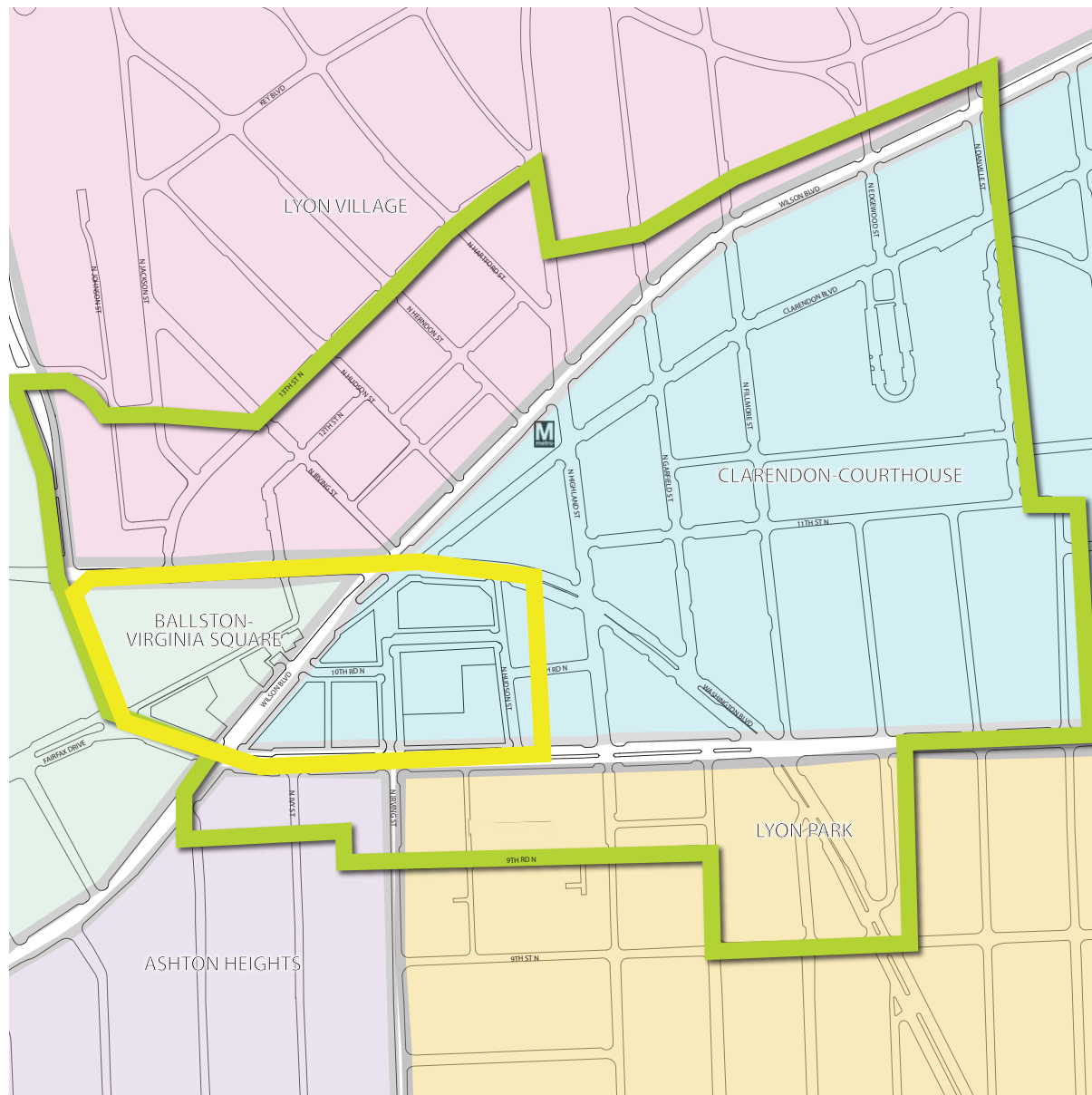
C. STUDY AREA

The Clarendon Sector Plan affects properties located within approximately ¼-mile radius of the Clarendon Metro station entrance; however, during the 2006 planning process, much of the discussion and recommendations pertained to those areas between 13th Street North, North Kirkwood Road, 9th Street North, and North Danville Street. The properties within the area bordered by these streets are considered to be within Clarendon's core area (See Map 1.1). They are primarily designated as "Medium Density Mixed Use" on the General Land Use Plan and are commercially zoned ("C-3") or have been recently rezoned to another zoning category

CIVIC ASSOCIATION BOUNDARIES

Map 1.2

-  2006 Study Area
-  2022 Study Area



consistent with the General Land Use Plan (such as “C-R”). Other properties along the core area’s edges abutting low-density residential areas have commercial or low-medium density residential uses and zoning (such as “C-2”, “C-TH”, and “RA-8-18”). While redevelopment is envisioned for properties closest to the Metro station, redevelopment is not specifically recommended for the surrounding low-density residential areas, as preservation of those areas has been a long-standing policy of the County. Five civic association boundaries overlay the Clarendon station area including: Clarendon-Courthouse, Lyon Park, Lyon Village, Ashton Heights, and Ballston-Virginia Square. (See Map 1.2).

The 2022 Sector Plan update process was directly focused on a portion of this larger study area within an area bounded by Washington Boulevard, North Hudson Street, 10th Street North, and Kirkwood Road. Existing uses within this area include:

- St. Charles Catholic Church (3304 Washington Blvd.)
- North Side Social (former Clarendon Citizens Hall, 3211 Wilson Blvd.)
- T&J Auto Body (former Kirby Garage, 3237 Wilson Blvd.)
- Dominion Energy Electrical Substation (3245 Wilson Blvd.)
- C&G Imports (3275 Wilson Blvd., 3280 Fairfax Drive)
- Triangle Park and DPR Maintenance Facility (3282 Fairfax Drive)
- Silver Diner (3200 Wilson Blvd.)

- Office/retail buildings at 3240 and 3260 Wilson Blvd.
- The Lot (3217 10th St. N.)
- Joyce Motors buildings (3201 and 3211 10th St. N.)
- Fire Station 4 (3121 10th St. N.)
- Fire Prevention Office (1020 N. Hudson St.)
- Former Clarendon House (3141 10th St. N.)

The properties within the study area are some of the last remaining sites for redevelopment in Clarendon except for several sites on the south side of 10th St. N.

D. COMMUNITY PROCESS

2006 Community Process- The County Board established a community task force to guide the work of staff and the consultant team for the 2006 Sector Plan. The Task Force was comprised of representatives from the immediate civic associations (Clarendon-Courthouse, Lyon Park, Lyon Village, Ashton Heights, and Ballston-Virginia Square); businesses; commercial property owners and developers; the Planning, Transportation, Housing, and Park & Recreation Commissions; Historical Affairs and Landmark Review Board; Pedestrian Advisory Committee; and the Clarendon Alliance. During the sector plan review process, a series of steps were undertaken including: 1) a review of existing conditions and issues; 2) visioning sessions including design charrettes with the larger community; 3) development of alternatives and assessments; and 4) development of draft plans for

community review. The County Board participated periodically in this process and provided guidance to assist in the refinement of recommendations. In February 2006, the County Board adopted 32 policy directives which are included herein as key Policies for redevelopment in Clarendon.

2022 Community Process- The Clarendon Sector Plan Update was informed by community engagement through the Long Range Planning Committee (LRPC), augmented with participation from other commissions and civic associations (Clarendon-Courthouse, Lyon Park, Lyon Village, Ashton Heights, and Ballston-Virginia Square).

Over the course of two years, there were a total of twelve engagement opportunities with analysis and discussion around topics such as land use mix, building height and form, historic preservation, public facilities, public space and transportation.

E. ABOUT THIS DOCUMENT

The Clarendon Sector Plan is a guiding document for future development in Clarendon, but is not a regulatory plan. Rather, the Zoning Ordinance is the regulating document. The sector plan is designed for and should be used by diverse stakeholders. For the community, it provides a refined vision for development, details numerous proposals for the improvement of streets and public spaces and offers clear direction regarding private sector development. For developers, architects, and engineers, the sector plan describes both quantitative and qualitative urban design guidelines for development, proposed incentives to help achieve the vision, goals, and concept plan elements, and Policies with which individual projects will be evaluated.

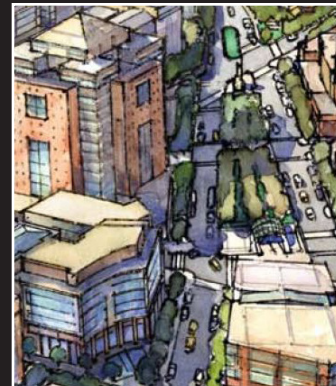
For staff and public officials, this document will provide future direction on:

- Amendments to the General Land Use Plan, Master Transportation Plan, and Zoning Ordinance to accomplish the plan's goals and recommendations;
- Evaluation of and decision-making regarding the merits of private development proposals;
- Investments in the continued improvement of public streets and spaces;
- Decisions regarding the future acquisition, use and disposition of publicly-owned properties; and
- Initiatives and programs to encourage walking, bicycling and transit use as alternatives to driving, support the retention and growth of small, local, and independent businesses, and promote the efficient use of parking resources

The 2022 Clarendon Sector Plan Update is comprised of both macro and micro levels of detail, ranging from the vision for Clarendon, to specific Policies adopted by the County Board on key elements, to urban design guidelines that will provide additional guidance for future redevelopment projects. The vision, concept plan framework, and Policies are included in Chapter 2. Urban design guidelines describing details for elements such as building mass and composition, frontage types, and streetscapes are outlined in Chapter 3. An implementation matrix, in Chapter 4, lists strategies and/or actions that should be taken in the future to implement the Policies coupled with the lead responsible agency for implementation, timing, and funding sources.

Although the 2020-2022 update process focused on specific properties in a defined study area, the 2022 updates are interwoven in this document to correspond with thematic and site-specific policies and recommendations resulting in a comprehensive sector plan that will continue to provide guidance for the broader Clarendon Metro Station Area.

2. THE CLARENDON PLAN



A. VISION STATEMENT

After an extensive process to review prior plans and develop an updated sector plan, many of the touchstones from the past are revisited. Creating an urban village in Clarendon, with characteristics such as medium density mixed-use development, tapering up of building heights from surrounding residential areas, and the preservation of older commercial structures, is still a desired concept for Clarendon's future. This new sector plan, however, sets forth additional guidance on other urban village attributes, such as new information regarding the transportation network, particularly improvements to the pedestrian environment, and public open spaces.

Although this plan is rooted in earlier policies, it is important to emphasize a new set of Policies adopted by the County Board for Clarendon— policies related to Density, Receiving Sites, Use Mix, Building Preservation, Building Heights, Tapers, Step-Backs, Open Spaces, and Transportation. These Policies, together with urban design guidelines, are intended to advance the Clarendon community's vision statement.

The following vision statement was written by the Task Force and serves as a guiding statement for the sector plan's goals, concept plan elements, adopted Policies, and urban design guidelines (see next page). The statement paints a picture of and defines Clarendon's "urban village" as a place where walking is the travel mode of choice; diversity of use is nurtured; public spaces are beautiful, safe, and accessible; surrounding neighborhoods are conserved; and new and old buildings comfortably coexist and reinforce Clarendon's position as one of the region's best places for living, working, playing, and visiting.

This vision statement complements and reinforces the County's overall vision statement:

Arlington will be a world-class urban community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating, sustainable community in which each person is important.

Task Force Vision Statement for Clarendon:

In Clarendon's urban village, people of all income levels, ages and household make-ups can walk to home, work, shop, and play. Clarendon's superior physical environment also attracts tourists, shoppers and other visitors, who are encouraged to leave their cars or arrive by Metro or bicycle. From the street level walkability and well-designed buildings, to the character and charm of its public art, community events and well-defined public open space, people see Clarendon as a destination. Clarendon's older buildings provide a sense of continuity and honor the time when Clarendon was Arlington's first downtown. The integrity of surrounding low-density residential neighborhoods is protected and higher density development tapers up from neighborhoods toward Clarendon's core. Residents, visitors and workers can walk in safety and comfort regardless of the time of day.

B. GOALS

From the vision statement, three overarching goals set the tone for Clarendon's future and address the essential interrelatedness of individual Policies, programs, recommendations, and investments presented in this document or other County planning documents.

A Quality Public Realm. Focus on improving the quality of the public realm by creating and maintaining a network of walkable streets; safe street crossings; attractive, accessible public spaces; and a mix of new and old buildings whose form and design contribute to an attractive street environment, respect Clarendon's architectural heritage, and conserve the integrity of surrounding neighborhoods.

Accessible & Connected Places. Balance demands on transportation infrastructure by encouraging a dynamic mix of uses; improving conditions for pedestrians and cyclists, including those with visual and mobility impairments; and encouraging the efficient use of transit and parking resources.

A Rich Mix of Uses. Maintain a critical mass and broad mix of mutually supportive uses ranging from a variety of housing choices to retail and restaurant offerings to multiple employment options, including a diverse office market.

C. CONCEPT PLAN FRAMEWORK

The Concept Plan Framework generally describes elements applicable to most properties in the Clarendon station area. This conceptual framework lays the foundation for redevelopment to achieve the overall vision for Clarendon. The Illustrative Plan (Map 2.1) shows a potential future for Clarendon consistent with the Adopted Policies. The Illustrative Plan indicates the conceptual locations and forms of buildings, public spaces, street curb lines, and street trees. Both the plan view and colored illustrations show concepts discussed in greater detail in the next section. Depending on site configurations and property consolidation, these illustrative drawings may represent just one way properties could be developed following the recommendations set forth in this plan.

C.1 Clarendon-Wide Plan Elements

Centralized Area of Medium Density Mixed-Use Development. The Plan builds on recommendations in earlier plans which encourage medium-density mixed-use development in close proximity to the Clarendon Metro Station and maintaining lower-density development close to the surrounding low density residential neighborhoods. The intent is to provide a balance of residential, retail, and office uses to achieve continuous activity in the area both during the day and evening hours. Mixed-use development is recommended for most areas. A specific mix of uses are recommended on blocks closest to the Metro station entrance, with an emphasis on a certain






percentage of office development to achieve a viable office market.

Improved Housing Diversity. To achieve the "urban village" concept and obtain a range of housing unit types, price ranges, and ownership opportunities, the County's Affordable Housing Ordinance (ACZO 15.5.8) will apply to all future redevelopment projects. Use of the affordable housing bonus density provisions in the Arlington County Zoning Ordinance is permitted and encouraged to bolster the affordable housing supply. As of 2022 only 82 of the 2,177 apartments in the Clarendon Sector Plan Area were committed affordable housing units. Other opportunities to add affordable housing in the vicinity of the sector plan area exist through the possible redevelopment of current County-owned property. The Clarendon Metro station area has several County properties including Fire Station 4, Fire Prevention Offices and the former human services facility, located on 10th Street North. If the County pursues the redevelopment of these properties, it will consider how affordable housing could be incorporated as an additional use into these sites redevelopment consistent with adopted County policy in the Affordable Housing Master Plan.

Equity. In September 2019, the County Board adopted an Equity Resolution. To further this commitment to equity, Arlington County Government and Arlington Public Schools participated in a

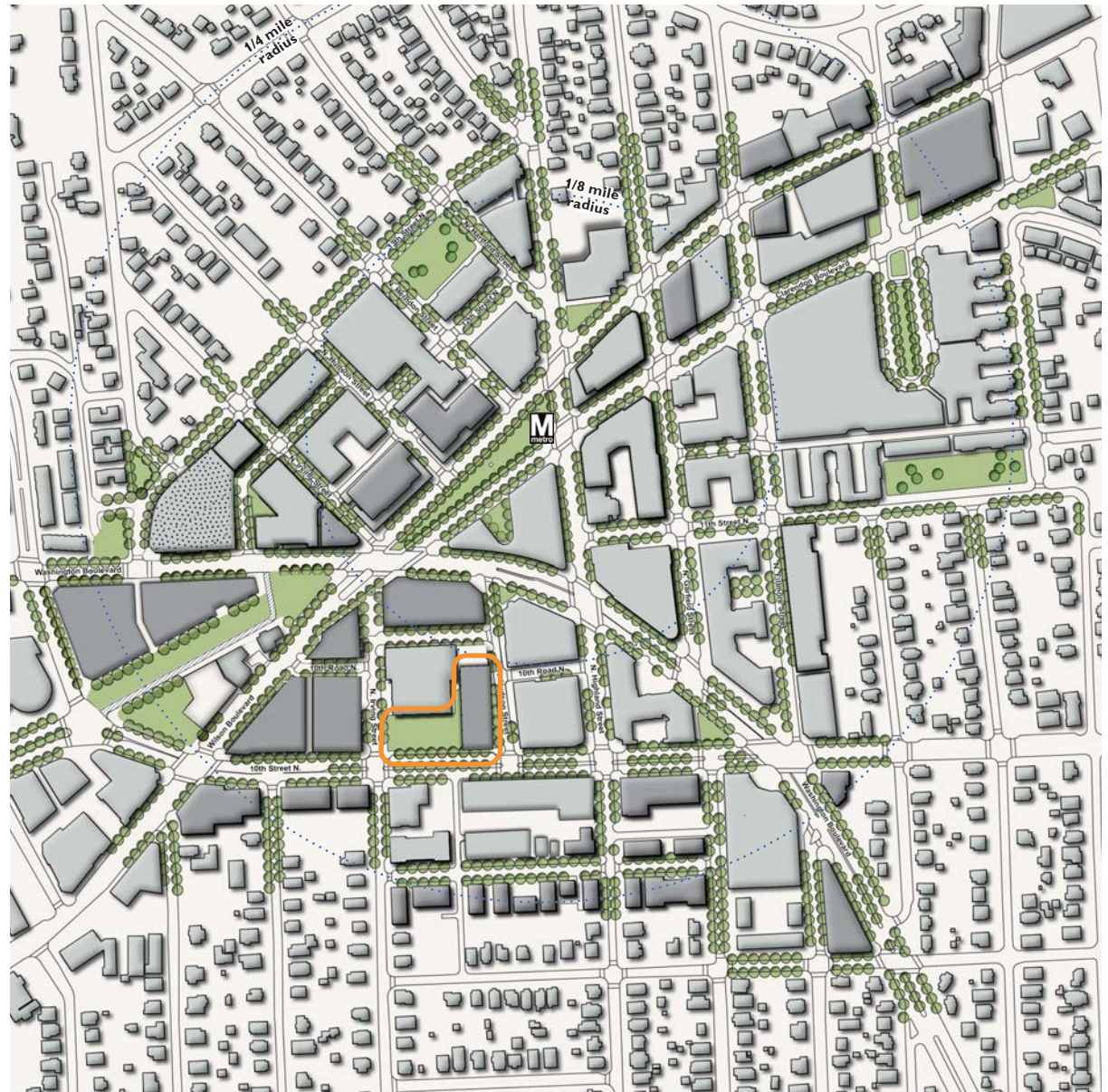
ILLUSTRATIVE PLAN

Map 2.1

-  Existing Buildings
-  Approved Buildings (not yet built)
-  Potential Buildings
-  Public Space
-  Multiple Scenarios for the County's 10th Street Site

Note: The illustrative plans and concept sketches on this and the following pages are designed to show desired building placements, street locations, streetspace allocations, intersection configurations, crosswalk locations, open spaces, and potential design character of buildings and public spaces consistent with sector plan recommendations. The exact location, scale and design character of public and private improvements may differ from the illustrative plans and concept sketches.

An illustrative plan is a plan that portrays one example of how to implement the sector plan. The illustrative plan is not intended as a de facto design project, but rather to propose one alternative method of development consistent with the urban design guidelines provided in this document. The illustrative plan provides a sense of urban design, building type and mass, and the relationship between buildings and open spaces that are described in the sector plan. Architectural compatibility and continuity, access, and connectivity are considered while creating this type of plan. Interpretations of the design guidelines should be fully explored and developed with consensus through a public process to achieve a quality, pedestrian-friendly, energetic place surrounding the Clarendon Metro station. Designers, builders, advisory commissions, and clients will inevitably shape the illustrative plan through their decisions during the development review process.



10-month racial equity cohort program convened by the Metropolitan Washington Council of Governments in partnership with the Government Alliance on Race and Equity. Racial equity, or closing race-based outcome gaps so race does not predict one's success while improving outcomes for everyone, was specifically identified as a priority. Because the Clarendon Sector Plan is a place-based document, accommodating a range of potential future outcomes, one of the most important strategies for equity is to ensure that it is considered as part of future programs, policies, projects, and processes that will implement the plan guidance. The 2022 Sector Plan Update incorporates equity as one of the core planning principles that guides the future of Clarendon as a community of all ages and abilities. Site Plan Review Committee (SPRC) review processes for future development and planning and implementation efforts for County projects, policies, and programs in Clarendon should incorporate an equity lens, so that projects and investments can advance equity goals and objectives.

Building Preservation. In recognition of Clarendon's special qualities, including the concentration of commercial buildings with historic character; a renewed commitment to the preservation of older and historic buildings, frontages, and facades is recommended in conjunction with new infill development. Mechanisms to preserve a series of contributing structures have been modified from earlier plans to emphasize the importance of the older buildings to the future of Clarendon.

Building Height Limits. Building heights are considered a critical element by the Clarendon community. Therefore, maximum building heights are established for all areas of Clarendon. The Plan continues to recommend that the station area's tallest buildings be clustered near the Metro entrance and the Olmsted Building. Also consistent with prior policies, the heights should taper up from the station area's edges to ensure sensitive transitions to adjacent low-density residential areas. In addition, several changes from prior policies have been made, including: 1) establishing both a maximum building height (feet) and a maximum number of floors that limit the intensity of land use, in addition to the floor area ratio limitations; 2) allowance for the maximum number of floors to be exceeded in exchange for extraordinary community benefits; 3) allowance for the maximum building height to be adjusted in four identified areas in exchange for extraordinary community benefits (See Map 2.7) ; and 4) establishing heights and step-backs for new buildings that respect adjacent structures recommended for preservation.

Diverse Retail Focus. The Clarendon area offers a distinctive niche in Arlington County by providing a substantial and varied mix of retail and restaurant establishments, including spaces to retain a mix of locally-owned or independently-owned and operated shops and restaurants – a distinguishing characteristic of Clarendon. The Plan encourages the preservation and revitalization of neighborhood retail areas that serve everyday shopping and service needs.

Network of Public Spaces Connected by Improved Streetscapes. This plan seeks to improve the quality of the public realm by creating and maintaining a network of walkable streets, safe street crossings, and attractive and accessible public spaces that contribute to an active street environment. In several locations, redesigned right-of-way will create new public spaces that provide additional transition areas between higher and lower density areas and places for the community to gather and recreate. Other areas, such as Clarendon's West End, Fairfax Drive and County-owned properties, are places where new public spaces can be created to serve not only Clarendon's growing population, but also the Rosslyn-Ballston Corridor and adjacent neighborhoods. Additionally, streetscapes are a key element of the Rosslyn-Ballston Corridor's public space system. Providing sufficient walking space, shade trees, and pedestrian lighting, in addition to active, well-lit and signed storefronts, live/ work, or residential uses, is important to the success of Clarendon and the enhancement of connections to other station areas.

Narrower Streets and Intersections. Continuing to safely narrow travel lanes to accommodate shorter pedestrian crossings, bike lanes, on-street vehicular and micro-mobility parking and wider sidewalks is recommended throughout Clarendon. Such steps are critical to advancing the pedestrian-orientation of the transit corridor and encouraging people to leave their cars at home. Allocating space to short-term, on-street vehicular and micro-mobility parking supports

the retail and restaurant establishments in Clarendon and buffers pedestrians from adjacent vehicular traffic.

New Streets to Provide Additional Vehicular and Pedestrian Circulation. The Plan proposes several new streets to encourage development in smaller blocks, improve accessibility, support local circulation, and ease the burden on the arterial network. These new streets are preferred locations for service and parking access points, allowing for improved building and site design along primary streets with fewer driveways, fewer conflicts between pedestrians and motorists, and continuous building walls behind sidewalks. New local streets, primarily achieved through private redevelopment projects, are proposed to extend 12th Street North and 10th Road North.

Opportunities for Child Care

Child care is a key component of a thriving, diverse community. Child care centers are encouraged within Clarendon to further the goals of visions of Arlington's Child Care Initiative. Given proximity to the County government center at Courthouse and other County office spaces, opportunities to locate a child care center in Clarendon that could serve County employees should be explored to accommodate the growing demand that exceeds the number of slots available at the current County-owned childcare space in the Colonial Village neighborhood. Opportunities to secure space for a second County child care center within new development in Clarendon should be pursued.

C.2 Area-Specific Plan Elements

Central Clarendon (Figures 2.1-2.4). Wilson Boulevard between Washington Boulevard and Highland Street has served for over 50 years as one of Arlington's most popular destinations for retail and entertainment. The Clarendon Sector Plan proposes that the heart of Clarendon be repositioned with revitalized and new buildings, sidewalk cafes, and thriving businesses surrounding Central Park. The 2006 Plan proposed that Central Park remain a central urban park with space allocated for formal and informal gatherings. Expansion of the park to the west and conversion of portions of Fairfax Drive into a linear park, with adjacent shared street and enhanced bicycle facility, is proposed to strengthen the connection between Virginia Square and Clarendon. Sustaining retail uses along Wilson Boulevard in Central Clarendon is consistent with principles of the Retail Plan and will help maintain vibrancy and emphasize the commercial core of Clarendon.

A niche office district is also envisioned for Clarendon. As proposed, this district will be supported by a combination of traditional office buildings clustered near the Metro station and smaller increments of office projects scattered throughout Clarendon's core. Clarendon has proven to be able to successfully attract a wide range of office tenants, with a particular focus on boutique office tenants attracted to the neighborhood's amenities. As the very nature of office tenancy may change dramatically post pandemic, innovative concepts (such as flex work space or new forms of live-work concepts) in addition

to traditional commercial office buildings are possible to achieve the niche office district vision. Supportive land uses, such as hotels, may contribute to the commercial square footage goals for the station area.

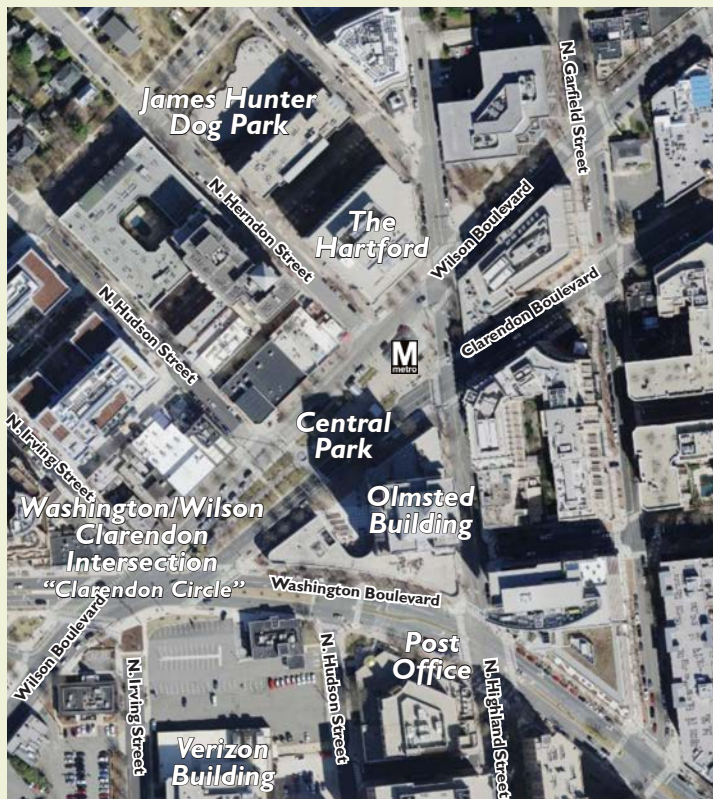
The Warren G. Stambaugh building at 3033 Wilson Boulevard is one of Clarendon's early office buildings. If redevelopment of this site were to be considered in the future, a continuation of office uses in this location is envisioned.

13th Street Corridor (Figures 2.5-2.6). With the recent redevelopment of the Red Top Cab site, the south edge of 13th Street reflects a residential character between North Ivy and North Hartford Streets and provides a compatible edge between Clarendon's core and the adjacent low-density residential areas of Lyon Village. Mixed-use and commercial development is located closer to Wilson Boulevard. From the 13th Street edge of Clarendon, building heights and densities taper up to the south into the heart of Clarendon. Narrowing travel lanes along 13th Street has afforded additional space for streetscapes with extended landscaped areas along both the north and south edges. Two urban parks will abut 13th Street: one existing (13th & Herndon Park) and one proposed park for the corner of 13th Street and Washington Boulevard.

Washington Boulevard Corridor (Figures 2.7-2.8). The Washington-Wilson-Clarendon intersection serves as a hub for Clarendon's street network and influences the urban form of the surrounding area.

CENTRAL CLARENDON EXISTING CONDITIONS

Figure 2.1



Aerial Image: 2021



Central Park



12th Street



Rees Building and Recent Infill Projects



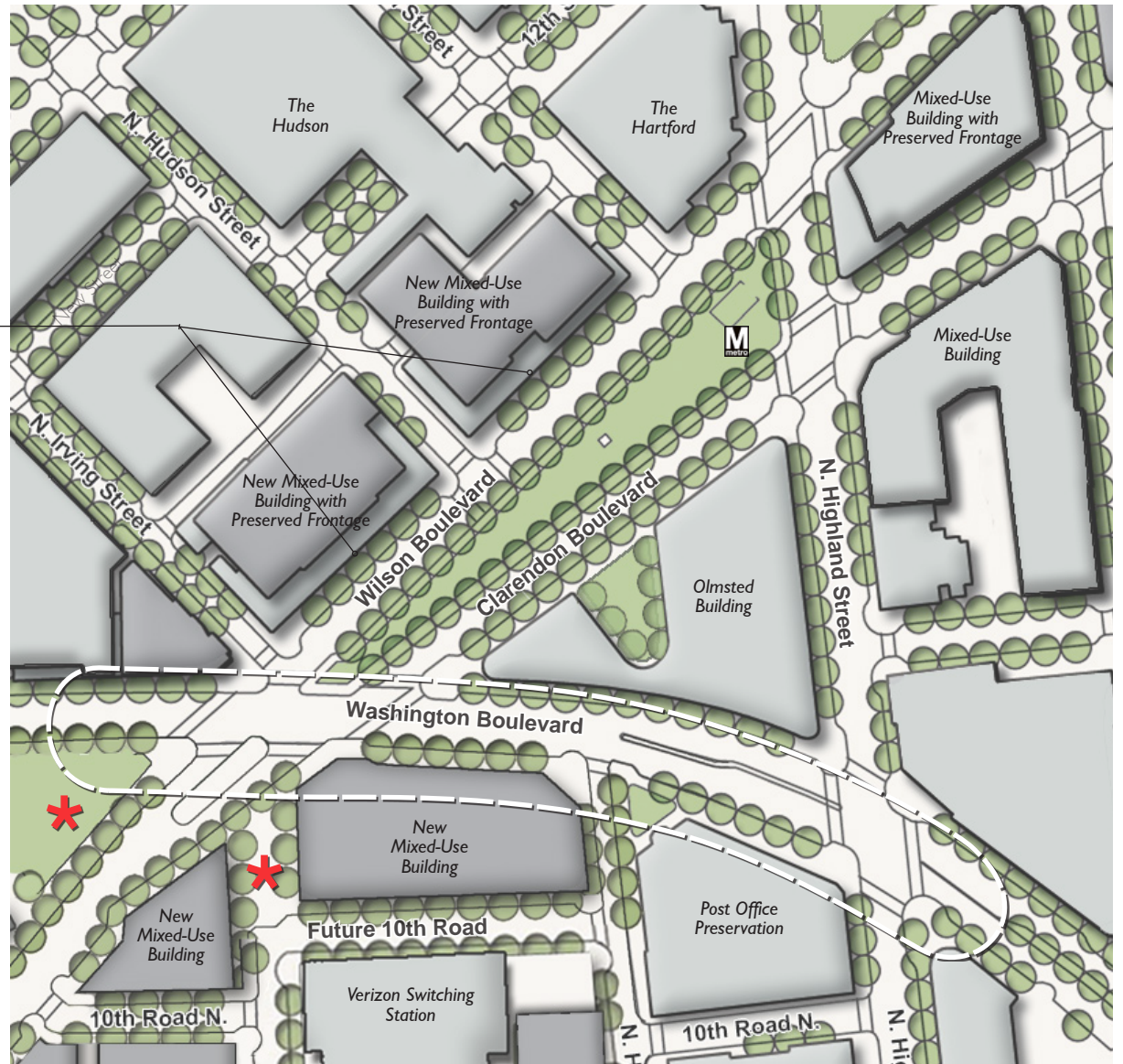
Wilson Boulevard Streetscape

CENTRAL CLARENDON PLAN OVERVIEW

Figure 2.2

Building Preservation

-  Public Space Additions & Improvements
-  Intersection & Street Improvements
-  Existing Buildings
-  Potential Buildings
-  Not to scale



CONCEPT SKETCH: CENTRAL CLARENDON (LOOKING WEST TO CENTRAL PARK & THE WEST END)

Figure 2.3



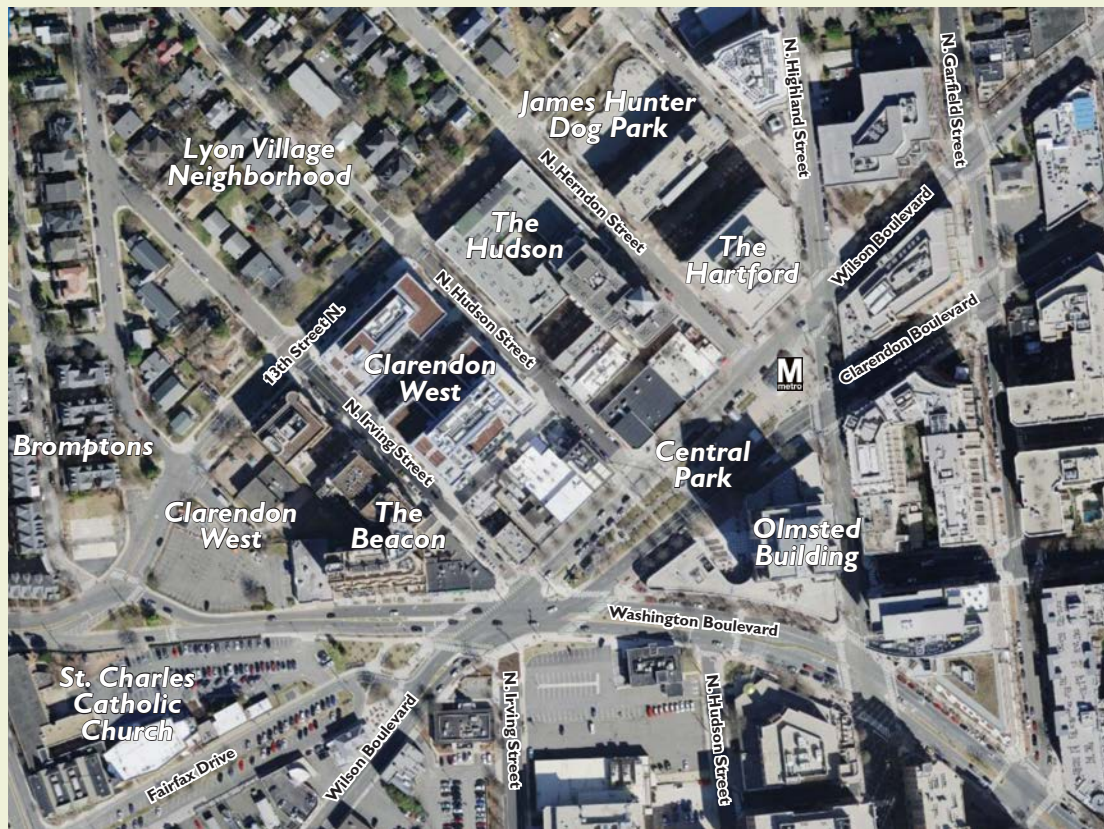
CONCEPT SKETCH: CENTRAL CLARENDON (LOOKING NORTHEAST TO N. HUDSON ST. FROM CENTRAL PARK)

Figure 2.4

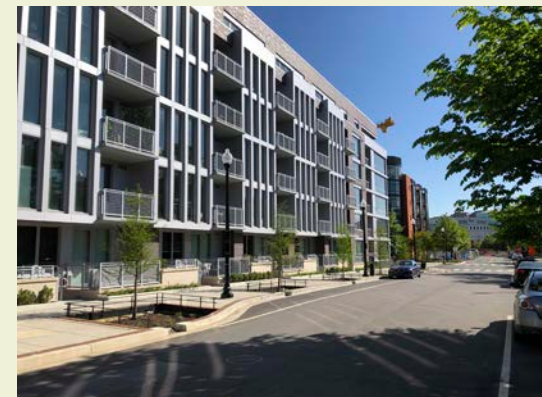


13TH STREET CORRIDOR EXISTING CONDITIONS

Figure 2.5



Aerial Image: Spring 2021



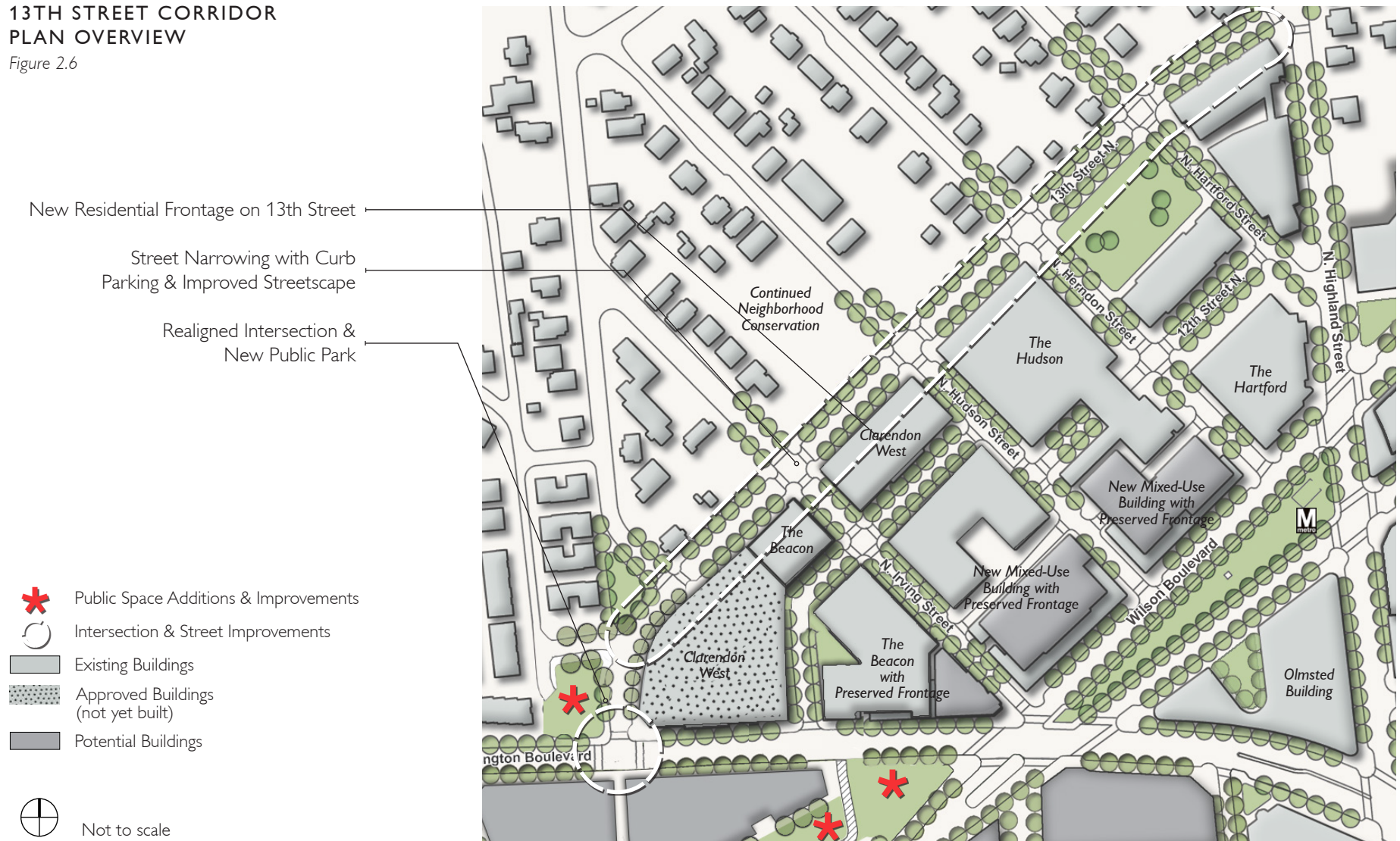
13th Street Looking West



13th Street and Washington Boulevard

**13TH STREET CORRIDOR
PLAN OVERVIEW**

Figure 2.6



Modifications to the intersection implemented between 2018 and 2020 greatly improved the core area of Clarendon for all street users. Additional future improvements will provide a much-needed reconnection of the building form across Washington Boulevard. The County Board unanimously voted to eliminate the prior proposal for an underpass design as well as other possible roundabout designs from consideration. The 2006 Plan's recommended changes improve pedestrian safety by narrowing vehicular travel lanes and reducing pedestrian crossing distances. Building edges surrounding this intersection would anchor the west end of Clarendon and would include improved public open spaces.

West End (Figures 2.9-2.10). As an important area linking the Virginia Square Metro station area and George Mason University with Clarendon, a combination of redevelopment and improved public spaces is recommended for Clarendon's western end. Fairfax Drive's condition east of Kirkwood Road should be redesigned as a shared street and linear park with an enhanced bicycle facility to allow greater pedestrian/bicyclist circulation and to create a more seamless connection to the Central Clarendon area. The vision for Fairfax Drive includes a conversion from a vehicular oriented street and parking lot to a people-oriented shared street and dynamic linear public space. The design should easily accommodate and support multiple uses at various times of the week, season, and year. Other improvements in this area include enlarging the existing Triangle Park space at the intersection of Fairfax Drive and Kirkwood

Road. This park expansion would require relocating the County's park and recreation operation and maintenance facility and future land acquisition of adjacent private sites. Such steps could invigorate this edge of Clarendon over the next 20 years and enhance east-west pedestrian/bicyclist connectivity. The St. Charles Church use is expected to remain; however, emerging plans by the Church indicate mixed use redevelopment to rebuild the church and its supporting facilities and to co-locate new multi-family residential housing. The Dominion Energy Substation use is anticipated to remain in this area for the foreseeable future. Two historic buildings exist in the West End which are expected to remain with community-serving businesses currently occupied by Northside Social and T & J Auto Body. As such, continued access to these buildings will be an important element of the future design process for creating improved public spaces. The improvements started with the redesign of the Washington-Wilson-Clarendon intersection, which included upgraded sidewalks with planting strips and 6'-12' clear walkways. This work will be continued with the ongoing Washington Boulevard and 13th Street Improvements capital project, and will provide the additional benefit of a newly created urban park abutting the Lyon Village area at the northwestern edge of the proposed Washington Boulevard and 13th Street intersection.

WASHINGTON BOULEVARD CORRIDOR EXISTING CONDITIONS

Figure 2.7



Aerial Image: Spring 2021



Washington Boulevard Looking West



Washington Boulevard Looking East



Clarendon Post Office

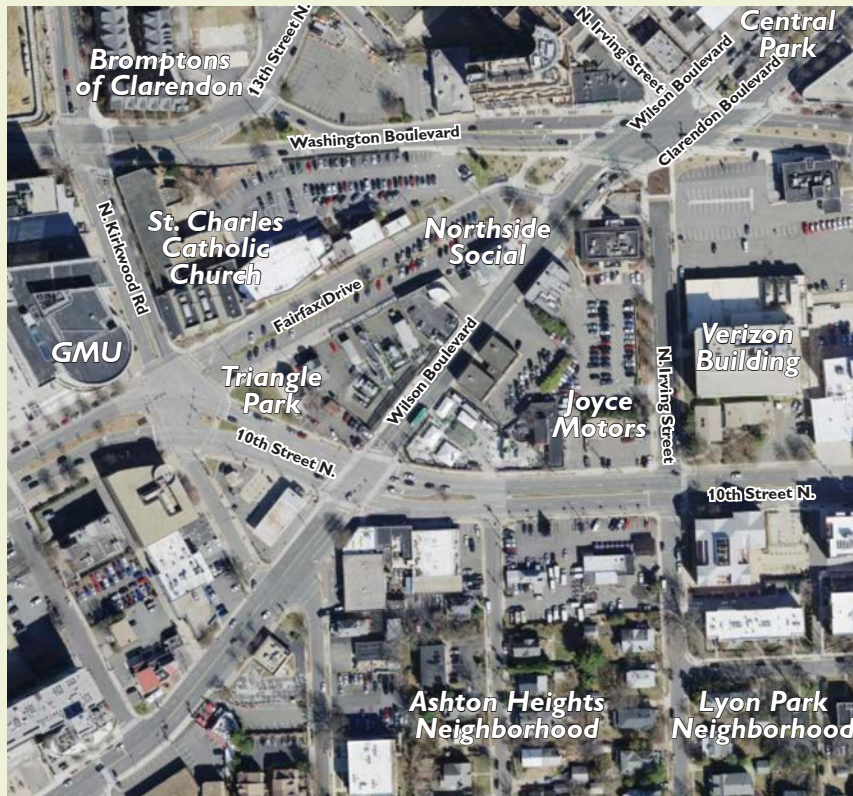
WASHINGTON BOULEVARD CORRIDOR PLAN OVERVIEW

Figure 2.8



WEST END EXISTING CONDITIONS

Figure 2.9



Aerial Image: Spring 2021



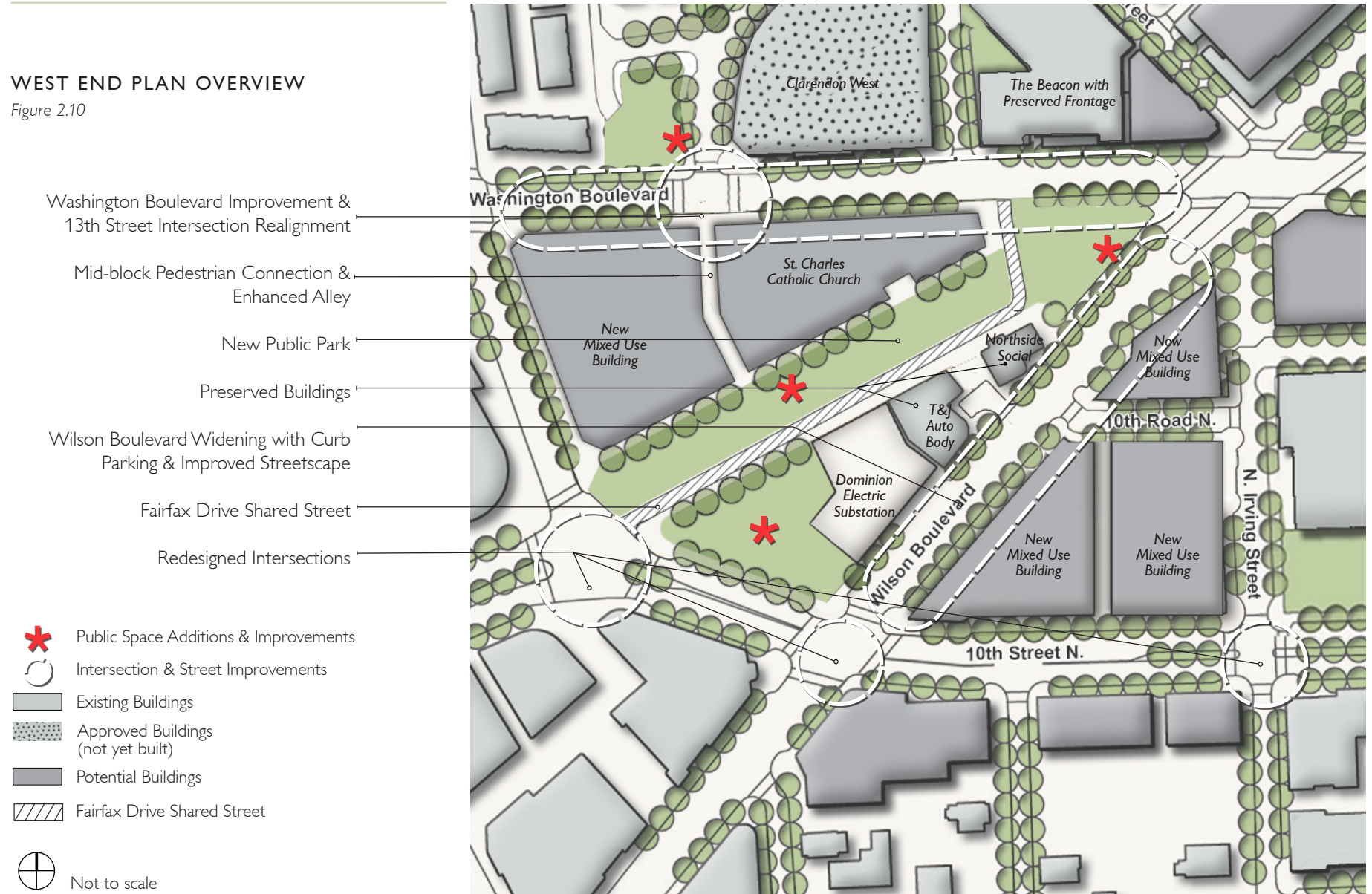
Former Clarendon Citizens Hall (now Northside Social)



Existing Fairfax Drive

WEST END PLAN OVERVIEW

Figure 2.10

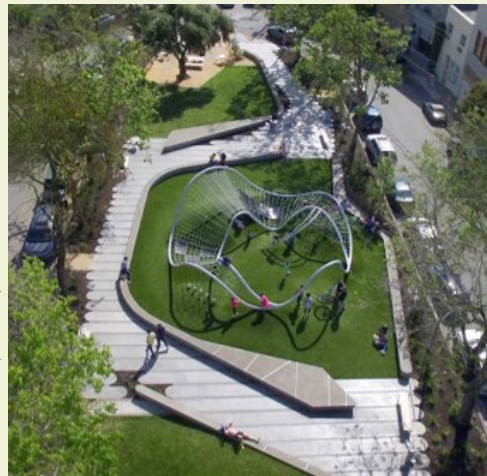


REPRESENTATIVE PRECEDENTS: FAIRFAX DRIVE PUBLIC SPACES

The future vision of the West End includes the creation of great public spaces that fit appropriately within the context. The images below and to the right illustrate elements of other projects that may serve as inspiration for the type of place(s) that can be created within the Fairfax Drive public spaces. While the goal is not to replicate any of these examples, these projects demonstrate ways in which development, urban streets, and public spaces in the West End can be approached in the future to implement the vision for this area. Final designs will be determined as part of future park master planning processes.



Hudson River Park, New York, NY



South Park, San Francisco, CA



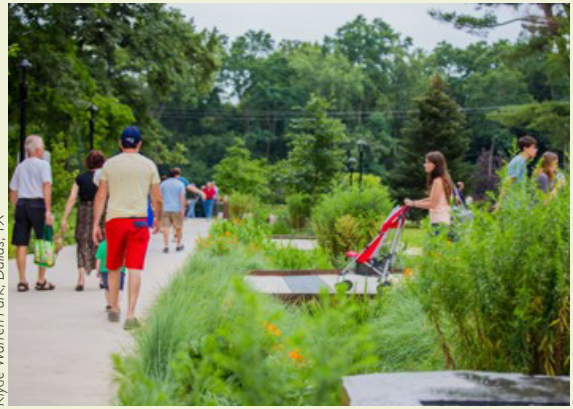
Hudson River Greenway, New York, NY



Navy Yard, Philadelphia, PA



Klyde Warren Park, Dallas, TX



Puaski Park, Northampton, MA

REPRESENTATIVE PRECEDENTS: FAIRFAX DRIVE PUBLIC SPACES



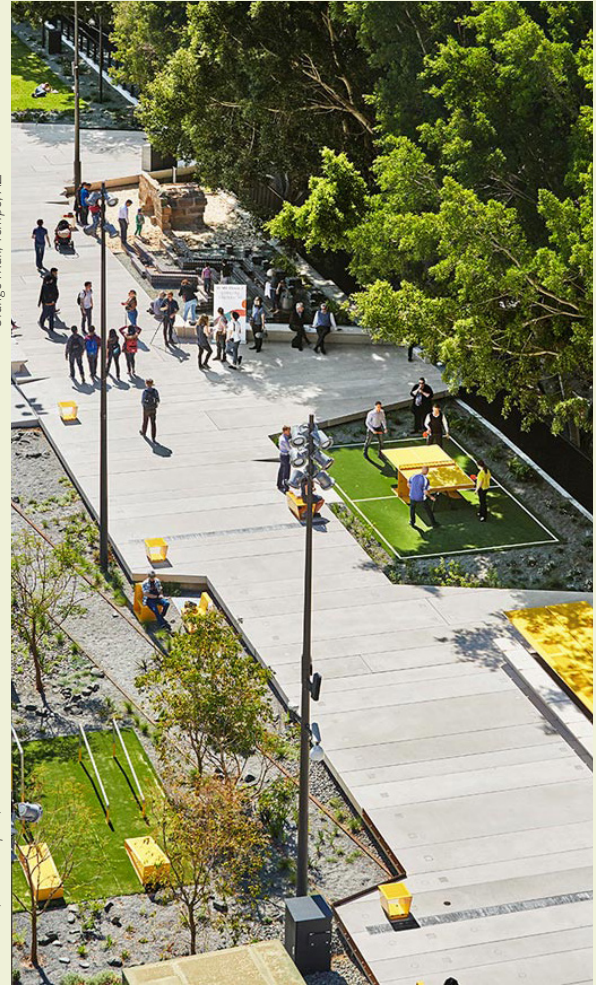
Shared Street



Orange Mall, Tempe, AZ



Pulaski Park, Northampton, MA



The Goods Line, Sydney, Australia

East End (Figures 2.11-2.13). Clarendon, east of North Garfield Street experienced a tremendous amount of change between 2001 and 2006. With the opening of the Clarendon Market Common (now, The Crossing) retail and residential project and the completion of several other projects, a large influx of people both day and evening are coming to visit and live in Clarendon. And while much is likely predetermined due to these recent redevelopment projects, several areas have less certain futures, including the edges of Wilson Boulevard east of North Garfield Street and the Whole Foods and Clarendon Education Building sites. Major redevelopment is not immediately envisioned in these areas, however, opportunities for change could arise in the next 15 to 20 years. An enhanced pedestrian experience and lower scale development is envisioned for Clarendon's eastern end. Maintaining active, interesting streetscapes with ample sidewalks and bicycle facilities along Wilson and Clarendon Boulevards in Clarendon's eastern end is important to encourage pedestrian and bicycle travel between the Courthouse and Clarendon station areas. The surrounding low-scale residential areas are particularly close to Wilson and Clarendon Boulevards, reaffirming the importance of maintaining a compatible scale of development.

Additional neighborhood retail uses such as pharmacies, white tablecloth restaurants, wine/gourmet shops, novelty, and hardware shops are envisioned and would complement a major grocery store, such as Whole Foods, in this area. These uses

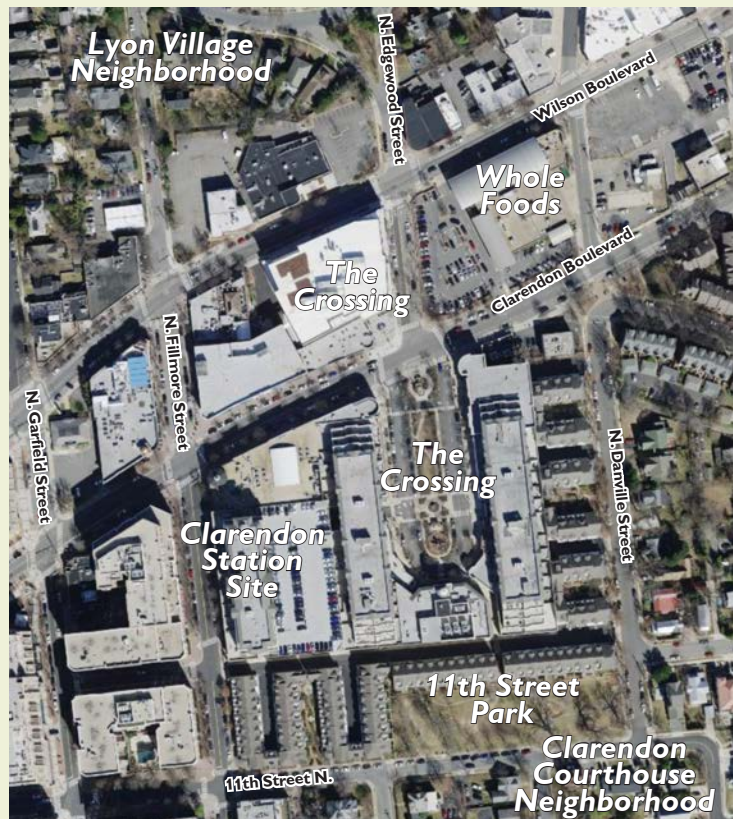
would benefit the growing residential base and help link the Clarendon and Courthouse station areas. Consistent with the preservation incentives, small infill development could occur on a few sites (such as the Thurgood Marshall school site and the Chase Bank parking lot) providing space for the aforementioned type of neighborhood-oriented retail uses in a scale sensitive to adjacent residential areas. Additionally, any unused density on those blocks due to height restrictions and preservation incentives could be transferred to other parts of Clarendon including the Whole Foods and Clarendon Education Building blocks.

Both the Whole Foods and the Clarendon Education Center blocks are combined in one site plan project, the Market Common (now The Crossing) (Phase 1). A limited amount of residual density is available under the approved site plan, approximately 30,000 square feet. Any redevelopment on either of these blocks could accommodate the available site plan density or density shifted from other sites in Clarendon. Density shifted to this area would occur in exchange for the preservation of structures in another location or for other extraordinary community benefits such as the creation of open space or affordable housing. It is preferred that the current grocery store use be retained in the eastern end of Clarendon. The current store, however, has several deficiencies in building form and orientation. If redevelopment of any scale is undertaken for the Whole Foods block, moving parking underground and placing buildings behind

streetscapes with interesting and activating storefronts is preferred. If redevelopment is undertaken for the Clarendon Education Center block, adding ground-floor retail with multiple building entrances and widening walkways along Edgewood Street and Wilson Boulevard is preferred.

EAST END EXISTING CONDITIONS

Figure 2.11



Aerial Image: Spring 2021



Wilson Boulevard Streetscape



Wilson Boulevard Streetscape



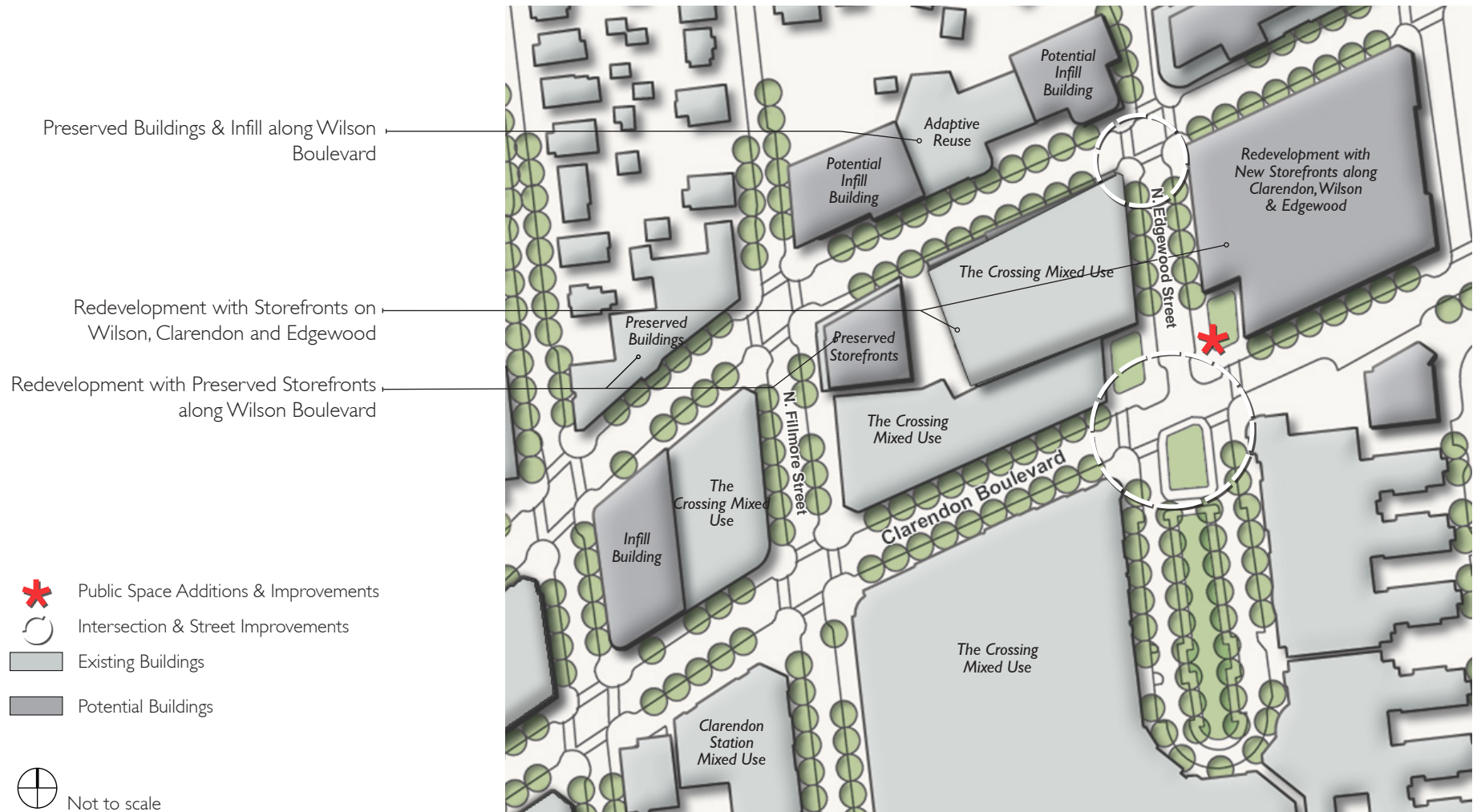
Whole Foods



The Crossing

EAST END PLAN OVERVIEW

Figure 2.12



CONCEPT SKETCH: EAST END (LOOKING EAST FROM NORTH FILLMORE STREET)

Figure 2.13



10th Street Corridor (Figures 2.14-2.19).

Two contiguous properties along 10th Street North between North Hudson and North Irving Streets are owned by the County to support a variety of County services: Arlington’s Fire Station 4, Fire Prevention Office, and the Clarendon House (former Department of Human Services Clubhouse). These aging facilities present opportunities for the County to realize public objectives, such as a modern fire station, public space and/or affordable housing through redevelopment activities.

One of the recommendations from the 2006 Clarendon Sector Plan was to relocate County facilities (Fire Station 4, Fire Prevention Office, and Clarendon House) from the County property on 10th Street. In 2015 the County relocated the Clarendon House program to the Sequoia Complex (2120 Washington Blvd.) as part of a County-wide consolidation of Human Services facilities. The Clarendon House building has been vacant since that time.

Fire Station 4

Fire Station 4 (3121 10th St. N) was built in 1963 and renovated in 1997. It is connected to the adjacent Fire Prevention Office (1020 N. Hudson St.) which currently holds the Fire Marshal’s Office and Battalion Chief’s Office and was built in 1965. The Fire Prevention Office building has reached the end of its useful life, and its functions are proposed to relocate to a County office building at 2020 14th St. North. Fire Station 4 is also reaching the end of its useful life, and a new, modernized facility is needed to meet current and future emergency service delivery needs.

When the 2006 Clarendon Sector Plan was adopted, the County was considering consolidating the Clarendon and Rosslyn fire stations, which resulted in a recommendation to potentially relocate Fire Station 4. With the presumed relocation of the fire station and possibility of redevelopment of the Verizon telecommunications facility, the 2006 Sector Plan envisioned a large, rectangular-shaped park along 10th Street, on both County and Verizon land. A 2012 study of County-wide fire station needs and locations reversed an older study’s recommendation to consolidate Fire Stations 4 and 10. That study found that the current locations of stations 2 (Ballston), 4 (Clarendon), and 10 (Rosslyn) effectively work as a system to provide excellent fire and emergency response service to the Rosslyn-Ballston Corridor, the area with the highest service demand in Arlington. Since 2006 Fire Station 4 has become one of the busiest stations in Arlington, and its location in the geographic center of the County makes it strategically positioned for specialty units that respond to County-wide emergencies.

The most feasible options for a new Fire Station 4 are to rebuild on-site or acquire a site nearby that can meet the Fire Department’s program and siting needs. The new fire station, whether in the current location or a new site, should meet the following criteria:

- Less than 1 minute change in response time from the current Fire Station 4 site (located approximately 4-6 blocks from the current site)
- Located along an arterial street with adequate distance from major intersections

- Able to accommodate pull-through apparatus bays and turning movements for ingress and egress
- Minimum of 4 apparatus bays with a depth of 75 feet
- Front or rear apron at a depth of 50 feet, open to the sky
- Approximately 32,000-40,000 total square feet, with approximately 18,000 square feet of interior ground floor space, plus outdoor apron space
- Interior layouts that meet operational requirements, with an emphasis on service response and health and safety of first responders
- Adequate parking for staff’s personal vehicles

Through exploratory analysis of these factors during the 2022 Sector Plan Update process, the significant ground floor space needs for bays, aprons, and decontamination facilities made other publicly-owned sites within Clarendon infeasible for rebuilding Fire Station 4. Developers of private sites in the 2020-2022 study boundary expressed no interest in partnering with the County to co-locate a fire station with redevelopment projects due to space constraints and the increased costs and complexities of co-location. The co-location of Fire Station 10 in Rosslyn with private development was successful due to the County’s inclusion of its own land in the partnership and the substantially higher densities planned for that area beyond the levels anticipated in Clarendon.

Relocating or rebuilding Fire Station 4 may also require County land use approvals, such as amendments to the General Land Use Plan (GLUP), rezoning, or special exception approval. Consideration of land use actions should balance operational needs with reasonable mitigation measures to limit impacts on adjacent uses.

Land acquisition opportunities for a new fire station should be considered and pursued to maximize the use of the County's 10th Street site. If Fire Station 4 can be relocated while meeting the station's program needs and location criteria, then the County-owned site on 10th Street should be repurposed to advance community objectives, particularly public space and affordable housing. The likely long-term retention of the Verizon building presents major challenges to achieving the large, rectangular-shaped public space as envisioned in the 2006 Sector Plan. The 10th Street site should be redeveloped with a park of approximately 17,000 square feet with a housing development that prioritizes committed affordable housing (CAF) units (Figure 2.18). As an interim condition until an affordable housing and public space project can be realized, the existing buildings could be razed and the entire site could be repurposed

as a temporary park (Figure 2.19). If an affordable housing project is ultimately not feasible, the site could be repurposed as a L-shaped park of approximately 43,000 square feet (Figure 2.19). An advantage to relocating the fire station to an appropriate site is that these scenarios do not require the siting and operation of a temporary facility during construction.

In the event that a suitable new site for Fire Station 4 cannot be acquired, the County should strive to develop the 10th Street site to achieve as many community goals as possible, including a modern fire station with affordable housing and public space. To achieve these goals, the County should explore creative design solutions to co-locate housing above the fire station with an at-grade public space while considering the future operational and programming needs for all three uses on-site.

If determined through future design studies that a public space cannot be achieved due to the spatial, programmatic, and ground floor needs of a combined fire station and housing project, a new station could be built on the current 10th Street site co-located with a housing development that prioritizes CAFs (Figure 2.16) utilizing the entire site to maximize the

amount of housing units. If the County is not successful in the co-location of housing above and adjacent to the fire station, the County could pursue a stand-alone station that meets Fire Department operational requirements while providing opportunities for public space (Figure 2.17). To maximize at-grade public space, personal vehicle parking for the fire station should be located within a parking structure on-site. Opportunities for rooftop public spaces should also be explored, with considerations for additional capital and operating costs and complexity, the demand for public space needs, and compatibility with fire station operations. Rebuilding the fire station on-site will require use of a temporary facility to provide emergency response services during construction. If a scenario is pursued that reserves space for a park, the temporary station could be placed on the County's 10th Street property, in advance of park development. However, if there is not adequate space on-site to accommodate both a temporary station and construction activities, it may be necessary to lease or acquire land for a temporary station.

South of 10th Street, the Sullivan House Shelter will likely require building upgrades in the future, although further analysis would be necessary.

10TH STREET CORRIDOR EXISTING CONDITIONS

Figure 2.14



Aerial Image: Spring 2021



10th Street Looking West



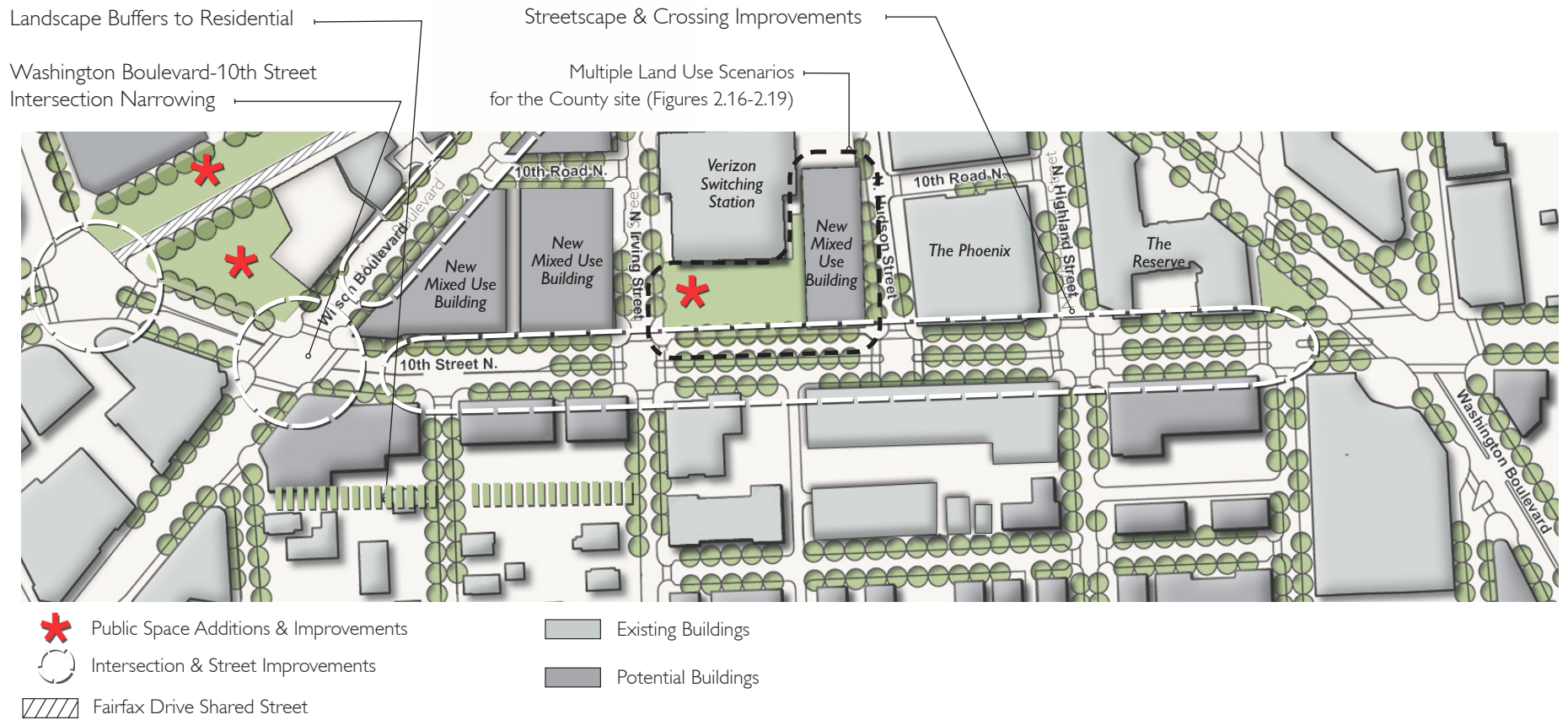
County and Verizon Properties



Existing Service Retail

10TH STREET CORRIDOR PLAN OVERVIEW

Figure 2.15



Not to scale

LAND USE SCENARIOS FOR THE COUNTY-OWNED 10TH STREET SITE



Figure 2.16



Figure 2.17



Figure 2.18



Figure 2.19

 County-owned Property Line



D. ADOPTED POLICIES

In order to implement the vision statement, goals and conceptual elements, the County Board approved a series of Policy Directives in February 2006, with updates in 2022, that provide guidance for future development or redevelopment in Clarendon. These Adopted Policies (shown on the following pages in shaded boxes) - related to Density; Use Mix; Building Form including Preservation, Building Heights, Tapers, and Step-backs; Public Spaces; Transportation and Parking- are the Plan's major recommendations, in addition to consensus recommendations of the 2006 Task Force. Together with additional urban design guidelines, these recommendations represent the guiding elements for the Clarendon Metro station area.

For reference purposes, Map 2.2 assigns numbers for each block in Clarendon. These numbers are used periodically in the Plan when specific Policies or recommendations are made.

D.1 Density

Adopted Policies for Density

1. Eliminate the additional 1.0 FAR incentive for residential uses in areas designated "Medium Density Mixed-Use" and zoned "C-3" and "C-R".
2. Establish maximum density levels for all blocks in the Clarendon Sector Plan area.
3. Allow for optional increases in density, at the County Board's discretion, on any site in the Clarendon station area in return for extraordinary community benefits including but not limited to building preservation, affordable housing, green building design (LEED), and/or public open space. The increased density may not result in a modification of the maximum building height unless otherwise noted in Adopted Policies 5-7.
4. Affirm that Site Plan projects in Clarendon will be subject to the provisions of the Affordable Housing Ordinance, including those related to density above the General Land Use Plan.

Recommendations for land use in the Clarendon station area are designed to advance the community's vision of a lively "urban village"; a place where people can walk to home, work, and shopping destinations, or for recreational and health purposes; and a destination offering a wide range of activities, amenities and services to residents and visitors. The set of Adopted Policies for Density builds on concepts presented in previous plans for Clarendon and other County policies for the Rosslyn-Ballston Corridor such as concentrating a mix of uses around each Metro station with lower density and height levels closer to surrounding neighborhoods and medium-density mixed-use development closer to Clarendon's Metro station supported with active ground-floor uses, a balance of upper-story uses, and quality public spaces.

In the past, the County provided incentives for residential uses at a time when the market was favoring office uses. Since 2006, five special exception developments have been approved in Clarendon - three residential and two office. Many of the remaining sites recommended for redevelopment are within the study area of the 2022 Sector Plan Update. Now that Clarendon has achieved a critical mass of residential uses, a sustainable market for residential use should continue to exist and incentives for residential use that were in place prior to 2006 are no longer necessary. Therefore, properties designated "Medium Density Mixed-Use" on the General Land Use Plan within Clarendon should have a maximum density of 3.0


BLOCK KEY MAP


Map 2.2




MAXIMUM DENSITY


Map 2.3

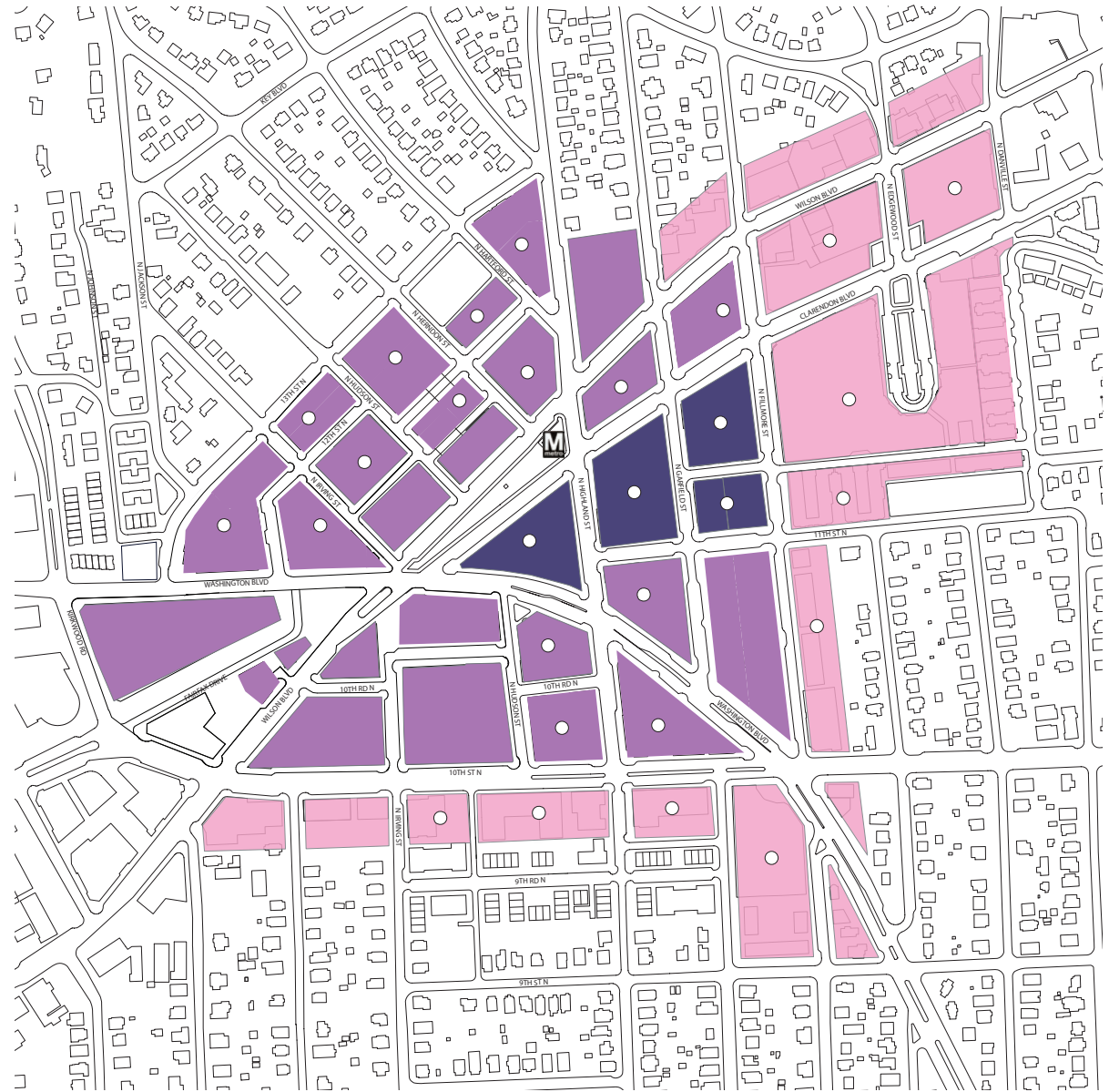
 Up to 3.8 FAR*

 Up to 3.0 FAR*

 Up to 1.5 FAR*

*The County Board may consider additional density for certain community benefits.

 Density controlled under development projects approved by the County Board. Approved density may be greater than that indicated on the map.



FAR. For all site plan projects, building form guidelines pertaining to elements such as building height, tapering, and step-backs should be followed.

In addition, all projects should comply with the Use Mix Adopted Policies described herein, including the locations for retail and retail equivalent uses consistent with the 2015 Retail Plan as well as the County's Affordable Housing Ordinance. Where new streets are specified, implementation of those streets should be provided. If site plan projects include structures specified for preservation, preservation measures should be incorporated.

The highest densities are permitted between 10th Street North, 13th Street North, North Fillmore Street, and North Kirkwood Road – the core commercial area of Clarendon. This area is generally consistent with the areas designated “Medium Density Mixed-Use” on the General Land Use Plan. At the edges of Clarendon, such as the north edge of Wilson Boulevard east of North Garfield Street and the south edge of 10th Street, mixed-use development is encouraged at lower densities. (See Map 2.3).

D.2 Receiving Sites

To encourage the provision of several key community benefits for Clarendon—affordable housing, building preservation, public space, and green building technology—in certain locations, the maximum density (floor area ratio) described in D.1. may be exceeded through optional increases in density. Sites that may be approved with additional density are herein considered as “receiving sites”. Three distinctive categories of “receiving sites” are identified:

Adopted Policies for Receiving Sites





5. The County Board may consider increasing the maximum density level as described in Policy #3; however, the maximum building height (see Map 2.7) may not be exceeded except for four sites as noted in Policy #6. Such increases will not be allowed to modify projects approved before February 28, 2006.
6. On Blocks 22, 23, 30, and 33, the County Board may consider increasing the maximum building height as well as the maximum density level in return for the provision of extraordinary community benefits
7. On Blocks 35 and 36, the County Board may consider permitting the transfer of density from other areas or sites in Clarendon to these blocks in return for community benefits. Such density would be permitted only within the height limits as shown on the Maximum Heights Map

Additional Density. For any area within the “Clarendon Revitalization District”, additional density may be approved by the County Board in exchange for extraordinary community benefits. Additional floors above the maximum number of floors described in the Adopted Height Policies may be permitted; however, the total maximum height limit (in feet) can not be exceeded.

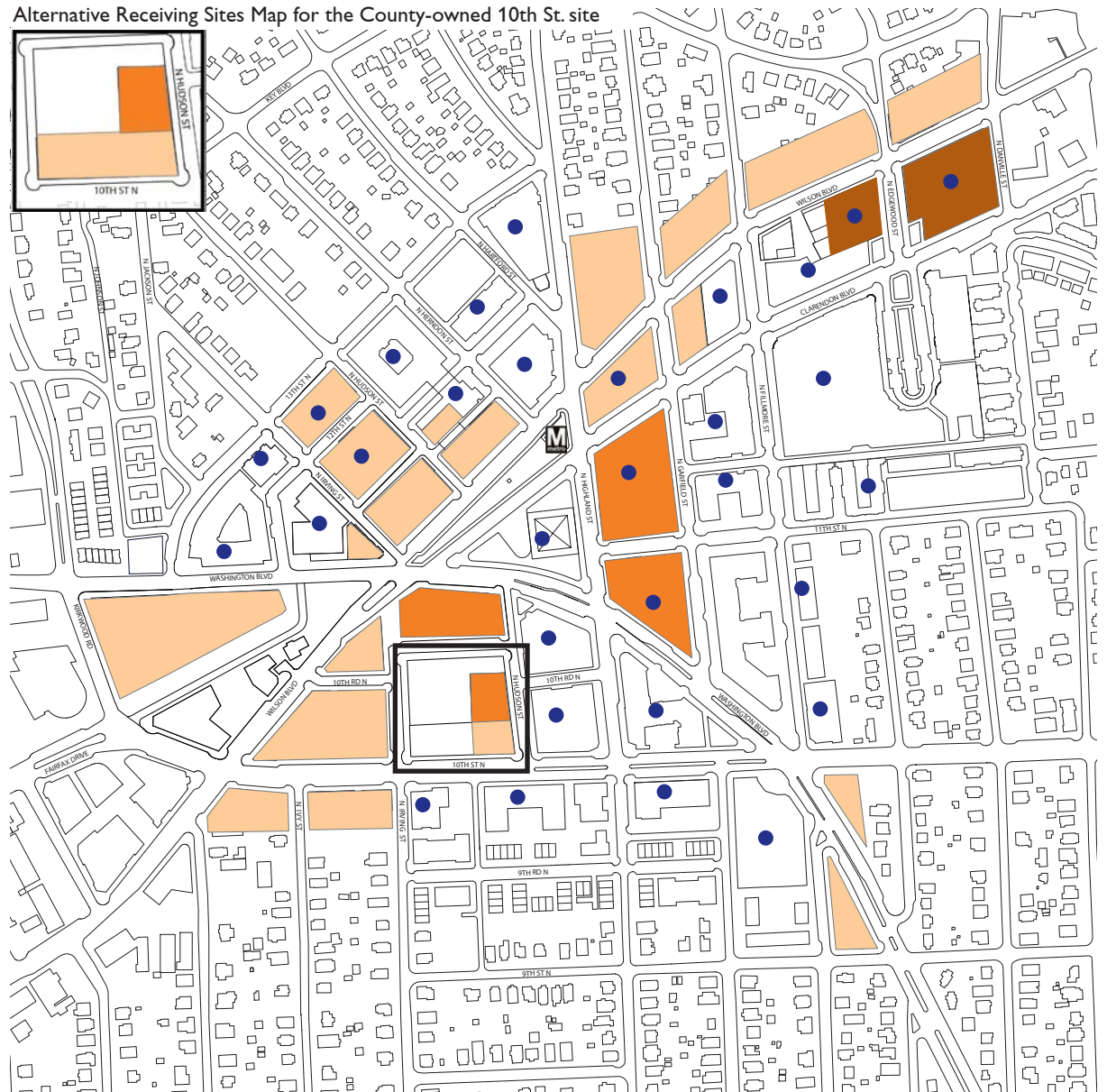
Additional Height. Four specific sites, Blocks 22, 23, 30, and 33, have been identified as areas where increasing the maximum number of floors and maximum building height could be considered

RECEIVING SITES

Map 2.4

-  Additional Density above GLUP may be approved by County Board; Maximum Building Height may not be exceeded
-  Additional Height above Maximum Building Height and Additional Density above GLUP may be approved by County Board
-  Additional Density above Existing Approved Site Plan Density may be approved by County Board; Maximum Building Height may not be exceeded
-  Density controlled under development projects approved by the County Board

Alternative Receiving Sites Map for the County-owned 10th St. site



by the County Board in return for extraordinary community benefits. These areas are located within close proximity to the Metro station entrance and are farther away from surrounding low-density residential areas, making them viable candidates for additional height.

Additional Density above Existing Site Plan Density Levels. Blocks 35 and 36 have been identified as possible areas where additional density beyond the approved site plan density could be accommodated through the transfer of density. To improve the form of future development and to accommodate optional increases in density in return for extraordinary community benefits, the County Board may consider exceeding the previously approved densities allowed for these blocks. Maximum height limits as described in the Height Adopted Policies would still apply and would not be increased to accommodate optional increases in density. On other blocks with approved site plans, additional density is not anticipated.

Even when additional density is granted because of community benefits and/or transfer from other blocks, the building form parameters, particularly building heights and good land use and zoning principles, will continue to control the achievable amount of density.

D.3 Use Mix

Advancing the “urban village” concept in Clarendon requires having a mix of uses including residential, office, retail, hotel, and recreation/entertainment. Specific uses for several areas of Clarendon are recommended to maintain a reasonable balance among upper-story uses which will generate longer hours of street-level activity, pedestrians along sidewalks, support for retail establishments, and opportunities for new shared parking resources.

Upper-story, mixed-use development is generally preferred in Clarendon although several areas

Adopted Policies for Use Mix

8. Establish recommended land uses for the Clarendon Metro Station area as shown on Map 2.5. Ten areas will be designated Prime Office sites where a minimum amount of commercial uses (60%) will be expected in the site’s base density.
9. Only residential uses should be considered along the south edge of 13th Street (Blocks 9, 11, 13 and 14) where development is adjacent to single-family residential uses and fronts on a secondary street.
10. A minimum of 20% commercial use should be retained on Blocks 8 and 10 in an effort to facilitate the preservation of the existing historic commercial character.
11. Designate specific areas for ground-floor retail and retail equivalents as shown on Map 2.51 and in compliance with the 2015 Arlington County Retail Plan.

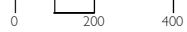
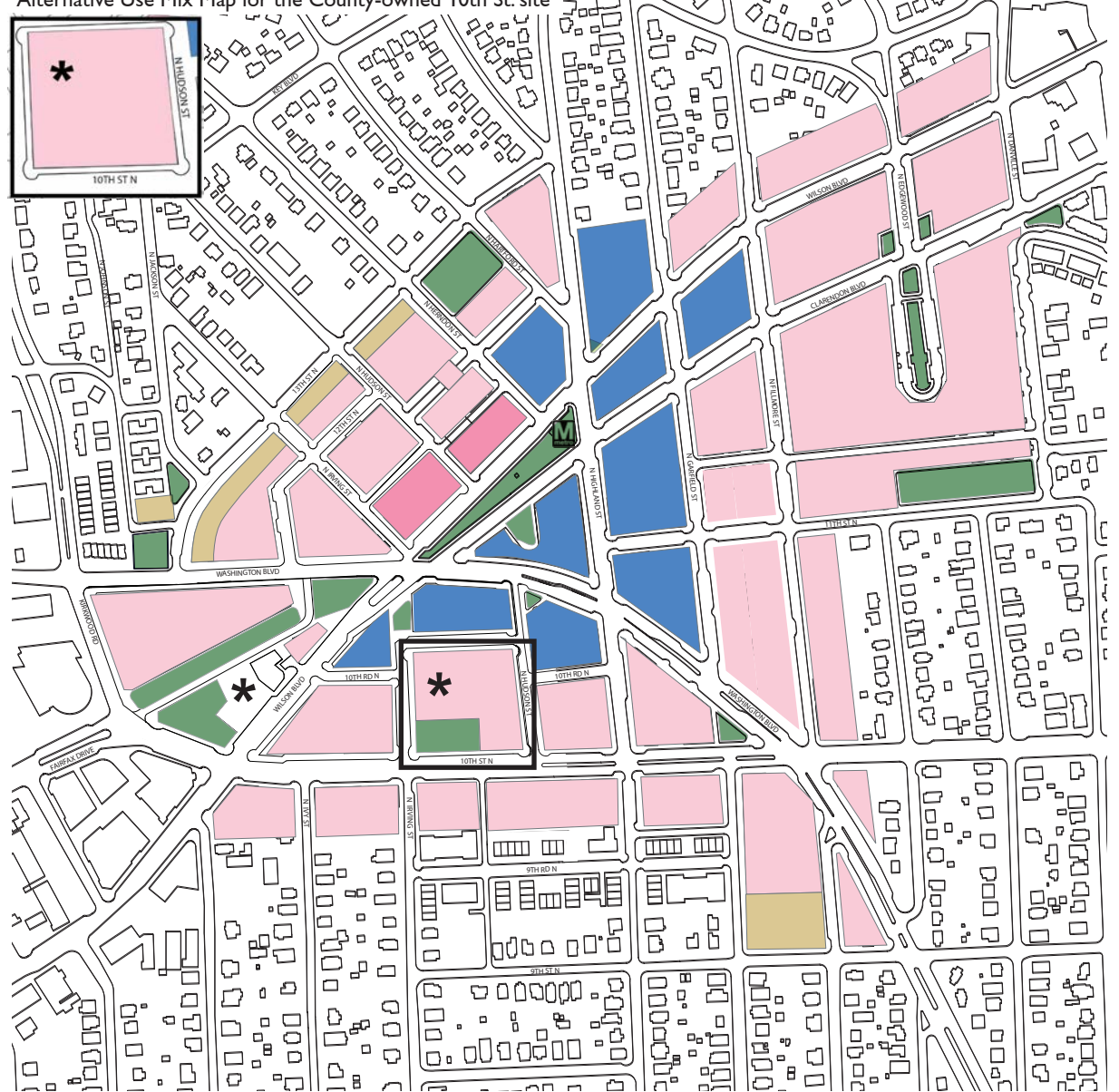
are recommended specifically for commercial or residential uses. One important component of sustaining the urban village concept is creating a viable business district in Clarendon. To accomplish a critical mass of office development, ten areas are designated as Prime Office sites whereby commercial uses are specifically recommended. These prime office areas include Blocks 4, 6, 20, 22, 24, 27, 28, 29, 30 and 33. These areas are clustered in close proximity to the Metro station, visible from the station entrance and Central Park, and face at least one of Clarendon’s primary streets. A hotel use is considered as an acceptable replacement for an office use in that it does contribute to both daytime and

USE MIX

Map 2.5

-  Residential
-  Residential, Commercial, Hotel, or Mixed Use
-  Residential, Commercial, Hotel, or Mixed Use - Minimum 20% Commercial
-  Residential, Commercial, Hotel, or Mixed Use - Prime Office - Minimum 60% Commercial
-  Existing & Proposed Open Space
-  Existing Utilities

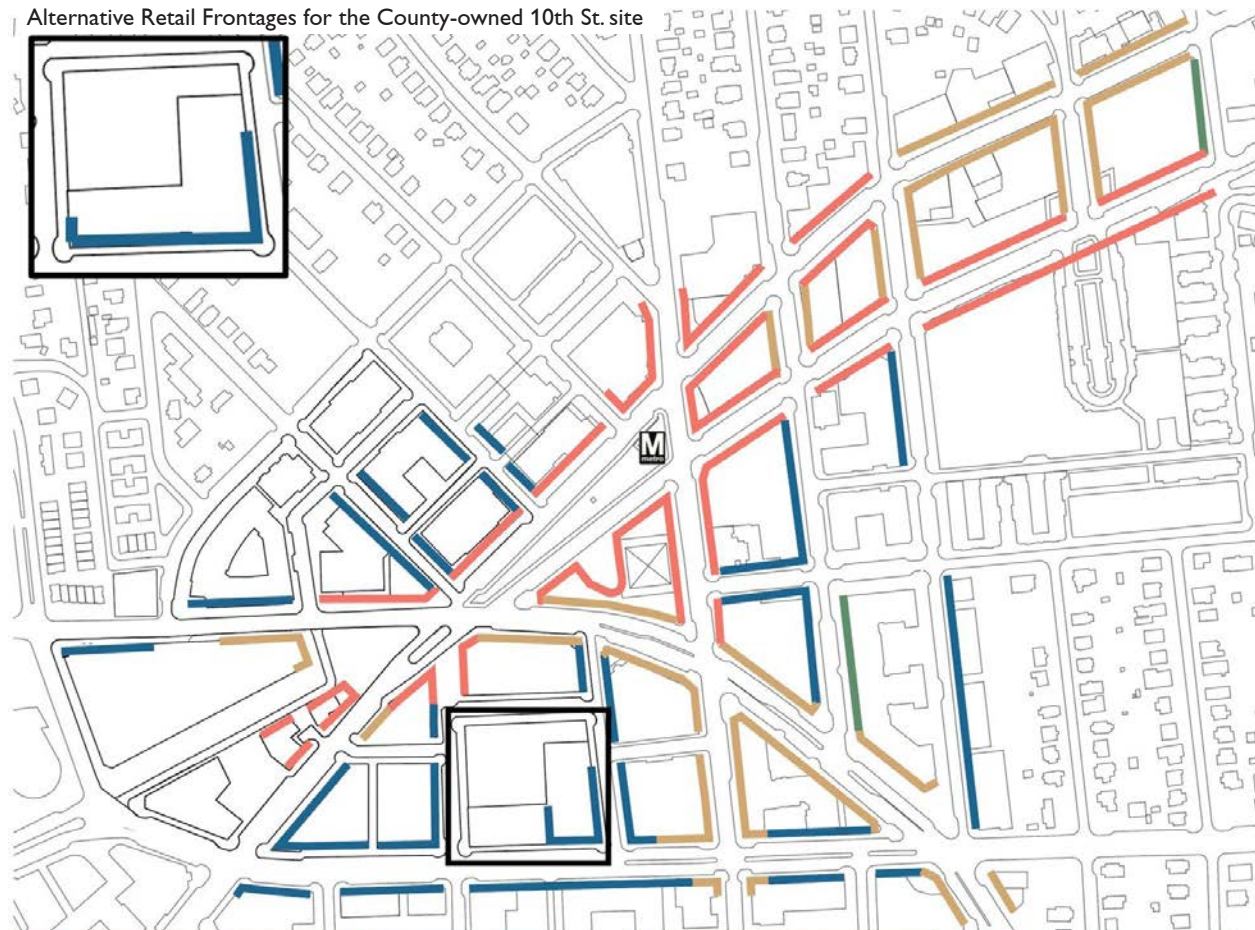
Alternative Use Mix Map for the County-owned 10th St. site



RETAIL FRONTAGES

Map 2.6

Alternative Retail Frontages for the County-owned 10th St. site



RED*	GOLD*	BLUE*	GREEN
Design standards; exterior & interior	Design standards; exterior & interior	Design standards; exterior	No design standards**
Retail sales	Retail sales	Retail sales	All uses as permitted by the Zoning Ordinance
Food establishments	Food establishments	Food establishments	
Entertainment establishments	Entertainment establishments	Entertainment establishments	
Services	Services	Services	
Repairs	Repairs	Repairs	
	Retail equivalents	Retail equivalents	

* Other uses as permitted in the Zoning Ordinance may be approved, on a case-by-case basis, by the County Board. | ** Other adopted design standards may apply.

CURRENT & POTENTIAL USE MIX UNDER SECTOR PLAN

Table 2.1

	Office	Retail	Other	Residential		Hotel		Total
	GFA	GFA	GFA	Units	GFA	Rooms	GFA	GFA
EXISTING DEVELOPMENT								
Existing Development	1,656,300	8,408,900	354,400	3,276	3,603,600	-	-	14,023,200
Existing Single Family Development				696	1,566,000			1,566,000
Under Construction	-	27,900	-	7	15,750	-	-	43,650
Total Existing	1,656,300	8,436,800	354,400	3,979	5,185,350	-	-	15,632,850
APPROVED DEVELOPMENT								
Approved Not Yet Under Construction	-	-	-	247	271,700	-	-	271,700.00
PROPOSED & POTENTIAL DEVELOPMENT STUDY AREA								
Proposed Development Under Plan	534,500	25,700	196,700	1,291	1,419,700	195	141,700	1,837,200
Additonal Development Outside Study Area (Forecast Round 9.2)	184,400	(39,000)	-	273	300,300	-	-	445,700
Total Proposed and Potential	718,900	(13,300)	196,700	1,564	1,720,000	195	141,700	2,282,900
TOTAL DEVELOPMENT EXISTING AND POTENTIAL								
Total Potential	2,375,200	8,423,500	551,100	5,790	7,177,050	195	141,700	18,187,450
Percent of Land Use Type	13.1%	46.3%	3.0%		39.5%		0.8%	17.8%

Notes:

- Existing development as of 4/1/22
- Residential GFA is Units *1,100 sf for multifamily and Units*2,250 for Single Family.

nighttime activity in the area and can allow for shared parking goals introduced above. Further, there is no hotel currently located in the Sector Plan area and an accessible hotel use is critical to serving the needs of current and future office buildings. Finally, site size and shape constraints that limit the ability of a given site to accommodate efficient office development can more easily accommodate more flexible footprints such as is possible with a new hotel. In addition, these future office development sites could advance the shared parking goals for Clarendon which would increase the supply of parking available to the public during off-peak times. Developing these areas with a strong commercial presence, especially along the frontages facing Central Park and primary streets, is recommended. These areas may achieve up to 100% commercial uses or may be proposed as mixed-use projects; but developing these sites with 100% residential uses above ground-floor retail is not desired. However, these use mix recommendations would not apply to any optional increases in density above the General Land Use Plan density described in Adopted Policies #3, 5, 6 and 7. (See Map 2.5).

In addition to the areas designated for Prime Office uses, other areas in Clarendon are candidates for office sites. If built with office uses, these sites would contribute to the diverse commercial offerings in the Rosslyn-Ballston Corridor and foster a new niche market with live/work, work/live, loft space, or small-to mid-sized office tenant spaces. In particular, live/work, work/live type units are desired and could be used along the 10th Street corridor. Ownership

opportunities for these spaces are encouraged. Offering these office uses in the Clarendon station area could encourage more people to live and work within the station area, as well as provide opportunities for small investors to locate within a Metro station area where a multitude of activities and services exist.

At Clarendon's build out, it is anticipated that the Use Mix Policies will result in the projected development levels shown in Table 2.1. These figures indicate a rise in density of approximately 1,000,000 gross square feet above the current development pattern to a total of approximately 10,000,000 square feet. This total is comparable to the build-out for the Virginia Square Metro station area (and is significantly lower than other Rosslyn-Ballston Corridor metro stations).

Aside from those areas identified for Prime Office uses, residential, commercial, or mixed-use development is appropriate in the Clarendon area. Achieving a building form that is contextually appropriate vis-a-vis surrounding preserved structures and/or low-density residential areas is more important than a specific use mix, except for in two areas. Along the south edge of 13th Street, residential uses are recommended to provide a compatible development pattern where single-family residential development is adjacent to medium-density development. Also, obtaining a minimum amount of commercial uses is recommended for several blocks north of Central Park along Wilson Boulevard. Incorporating commercial uses into redevelopment projects in this

area will assist in the preservation of a nexus of old commercial storefronts.

In addition to recommendations for upper-story uses, ground-floor retail or retail equivalents are recommended for many street frontages in Clarendon. Consistent with other County policies, providing active, interesting streetscapes along primary corridors will be critical to supporting the population base in Clarendon, continuing to attract visitors to Clarendon, and encouraging pedestrian circulation. Retail uses or retail equivalents are specified for primary street frontages including Wilson Boulevard, Clarendon Boulevard, North Highland Street, and some segments of Washington Boulevard and 10th Street North. In some instances, commercial uses other than traditional retail activities are appropriate, such as other retail services and repair or other activity generating uses such as a church or hotel. Accordingly, these frontages are identified as Retail and/or Retail Services and Repair frontages. Having a form of development which can accommodate retail or other ground-floor commercial uses is important to ensure viable spaces for business activities. The frontage type guidelines provide the basic parameters for the ground-floor facades the County will be seeking for site plan projects in such areas (see Chapter 3).

D.4 Building Preservation

Adopted Policies for Building Preservation

12. Identify buildings for full or partial (frontage or facade) building preservation. However, the County Board, with recommendations from HALRB, may consider alternative design proposals in order to consider unusual circumstances or the extent to which new development may impact a preserved structure, including proposals to modify the type (or category) of preservation and adjustments to the Step-Back Adopted Policies #22-25. For example, a structure recommended for frontage/facade preservation may be reconsidered for full building preservation.
13. Obtain recommendations from HALRB on the design and extent of any preserved structure located in a site plan proposal, including recommendations on the effectiveness of the overall project in providing an appropriate context for the preserved structure.
14. Maintain the ensemble of buildings/facades/frontages, as the importance of many structures comes from the context of adjacent buildings. If frontages/facades are preserved, special features such as recessed entrances/windows, flooring details (i.e. terrazzo) are considered important, necessary, and may be sought to be preserved. The County Board, with recommendations from HALRB, will determine whether a Facade will be removed and/or replaced.
15. Where a proposal includes preservation of a structure, the style, materials, and heights of new structures should be informed by the style and materials of the preserved structure.
16. Establish a density incentive for building preservation based directly on the amount of preservation proposed. For full building preservation, the rate is 500% for the first 10,000 square feet of building area preserved and 300% for any remaining square footage preserved. For frontage and facade preservation, the rate is 500% for the amount of square footage preserved.

Clarendon's older and historic buildings make important contributions to the community's character – communicating the district's commercial heritage, offering tangible and irreplaceable links to the past, presenting opportunities for interpretation and education, and providing a richness and design diversity practically impossible to replicate in newer construction. To encourage preservation, reinvestment, and adaptive reuse of older and historic structures, several preservation categories are recommended: full building and partial building (either frontage or facade) preservation. It is expected that the highest quality design and materials, along with the careful consideration of massing and proportioning, will be provided for any project that incorporates the preservation of the buildings listed herein. While these objectives originated at a time predating the 2006 Historic Preservation Master Plan (HPMP), one of the 11 elements of the Arlington County Comprehensive Plan, they are reinforced by that plan. The HPMP establishes proactive priorities, goals, and objectives for County historic preservation activities that involve the historic built environment and County history in general. It also serves as a guide to communicate the historic preservation policy of the County Board to the community, businesses, developers, and others and guides County Board decisions concerning historic resources. Like all elements of the Comprehensive Plan that undergo review and update, a new HPMP is expected in 2022.

HISTORICAL IMAGES OF RECOMMENDED PRESERVATION STRUCTURES

Figure 2.20









Top: 2825 Wilson Boulevard - NTB
Bottom: 3195 Wilson Boulevard - Masonic Building

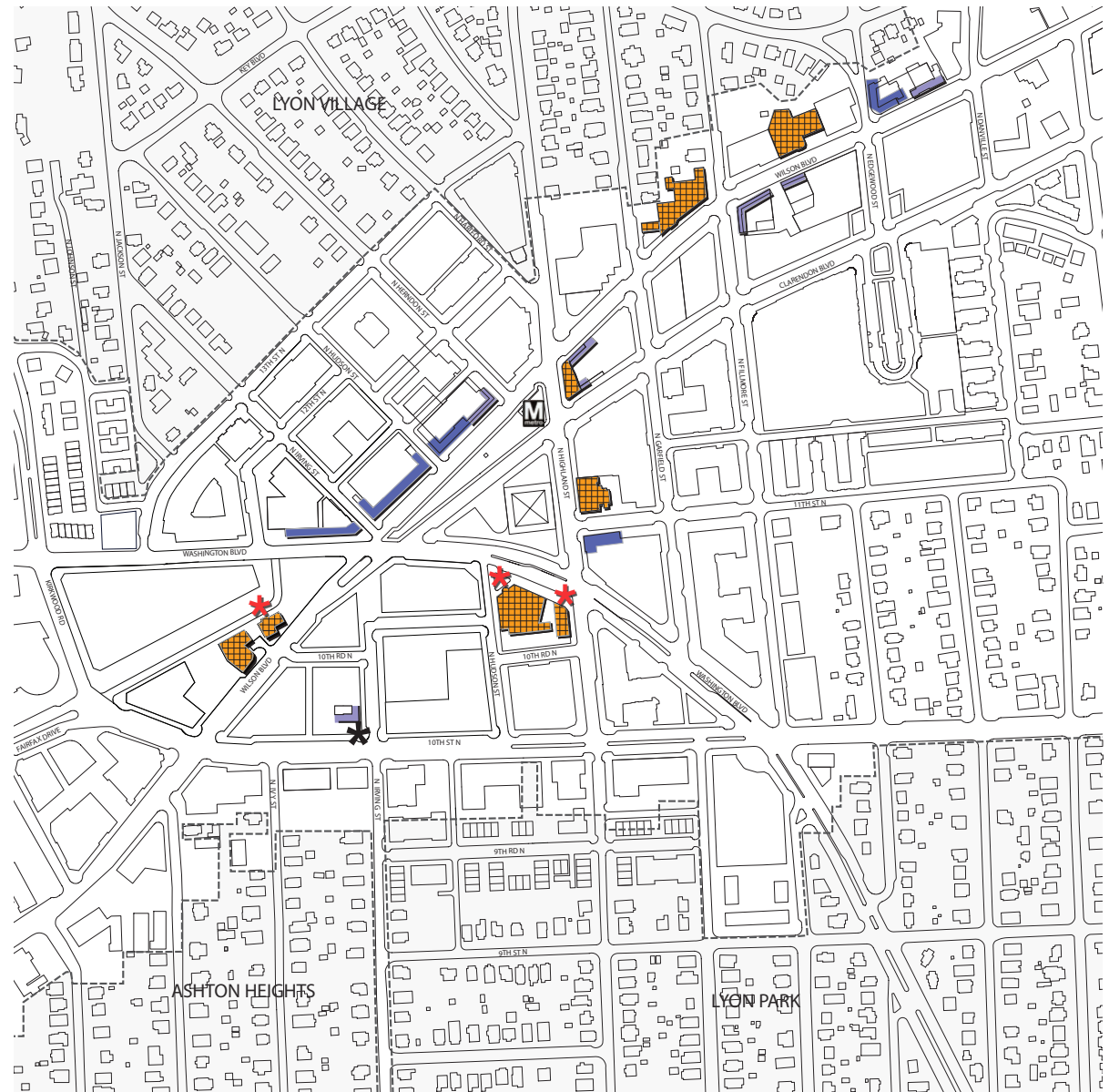
Top: 3211 Wilson Boulevard - Former Clarendon
Citizens Hall
Bottom: 3171 Wilson Boulevard - Rucker Building

Top: 3141 Wilson Boulevard - Rees Building
Bottom: 3169 Wilson Boulevard - Odd Fellows
Building

BUILDING PRESERVATION

Map 2.7

-  Full Building Preservation
-  Local Historic District
 - Joseph L. Fisher Post Office Building*
 - Dan Kain Building*
 - Former Clarendon Citizens Hall (Murky Coffee)*
-  Building Frontage Preservation
-  Building Frontage or Facade Preservation
-  National Register Historic Districts
 - Lyon Village, May 2002*
 - Ashton Heights, April 2003*
 - Lyon Park, November 2003*
-  South and east facade may be relocated to meet Build-to Lines shown on Map 3.1



Historic Resources Inventory

In addition to the HPMP, the County Board adopted the Historic Resources Inventory (HRI) as policy in 2011, as an implementation step identified in the HPMP. This inventory serves as a planning tool used to identify, rank and prioritize specific building types, including garden apartments, commercial buildings, and shopping centers, based on their architectural and cultural significance and their physical integrity. The HRI assists with balancing historic preservation goals with new development and other community benefits by classifying each property into one of six ranking categories: Essential (23 buildings), Important (134 buildings), Notable (81 buildings), Minor (22 buildings), Altered/Not Historic (35 buildings), and Demolished (98 buildings). The County Board considers the HRI policies, with recommendations from the Historical Affairs and Landmark Review Board (HALRB), when it reviews special exception applications containing HRI properties. Additionally, the HRI Important category contains a subgroup of 50 historic buildings that are identified within the top third of the Important category. The Important Top Third subgroup was determined necessary by the County Board because of the large size of the Important ranking category. The historic resources in the Important Top Third subcategory are given extra consideration within the Important ranking category.

The HRI focuses on eight goals and supporting policy objectives:

1. Strengthen Arlington's sense of place by valuing historic buildings and the human stories associated

- with them;
2. Promote historic preservation as a viable and continuing community benefit;
3. Incorporate sustainable design principles in the renovation of all existing historic buildings and in new construction;
4. Promote the preservation of the Essential historic buildings in the HRI;
5. Promote the preservation of the Important historic buildings in the HRI;
6. Promote the preservation of the Notable buildings in the HRI;
7. Contribute to the lasting historic record of the County by documenting historic resources listed in the HRI; and
8. Continually integrate historic preservation planning principles into County policies.

The HRI goals and policy objectives are intended to ensure that property owners give careful consideration to all of the various preservation options available. The goals and policy objectives are similar for Essential and Important historic buildings in the HRI. As stated within HRI policy, the County will collaborate with owners of Essential and Important properties to preserve the buildings' historical and material integrity to the maximum extent possible. Lastly, the County will encourage owners to take maximum advantage of available financial incentives (e.g., Federal and state rehabilitation tax credits, preservation easements), and available zoning tools (e.g., site plans and use permits, TDR, local historic district designation) to assist with the preservation recommendations identified in this Plan. Although the 2006 Sector Plan pre-dated the HRI, extensive

staff and consultant analysis of Clarendon's historic resources led to the preservation recommendations for retaining significant portions of Clarendon's commercial history through the following framework.

Full Building Preservation: Large additions or major alterations to buildings recommended for full building preservation are not envisioned. However, the County Board with HALRB guidance may allow minor alterations or modest additions when the proposed changes follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and the overall historic integrity of these buildings are not diminished (Map 2.6 and Figure 2.20).

- 1411 North Garfield Street (Barber Shop)
- 1101 North Highland Street (Leadership Building)**
- 3100 Washington Boulevard (Dan Kain Building)*
- 3118 Washington Boulevard (US Post Office)*
- 2825 Wilson Boulevard (Chase Bank)**
- 2901 Wilson Boulevard (Clarendon Building)**
- 2915 Wilson Boulevard (former Virginia Hardware)
- 3028 Wilson Boulevard (Underwood Building)**
- 3211 Wilson Boulevard (former Clarendon Citizens Hall, now Northside Social)*
- 3237 Wilson Boulevard (former Kirby Garage, now T & J Auto Body)

*Existing Local Historic District

**Historic Preservation Easements Recorded in these locations

Building Frontage Preservation: Many of the buildings recommended for Building Frontage Preservation are in the core of Clarendon where there is increased development pressures. Therefore, additions and alterations to these buildings are possible so long as these changes occur above and/or behind the frontages and are completed in a contextually appropriate manner sensitive to the existing frontage. A clear separation between the existing building and any new infill development is desired, so as to clearly distinguish between the historic resource and new development. Frontage preservation is intended to generally preserve the first 20 feet of depth from the front building elevation and any new infill construction should be set back from the front building elevation by this same amount. Another key goal is to emphasize corner buildings where two elevations convey the historical building context at the intersection of two streets with high visibility and pedestrian activity. (Map 2.6 and Figure 2.21).

- 2727-31 Wilson Boulevard (multiple storefronts)
- 1039-1041 North Highland Street (Smokecraft Modern Barbecue)**
- 3141 Wilson Boulevard (Rees Building)
- 3169 Wilson Boulevard (Odd Fellows Building)
- 3171 Wilson Boulevard (Rucker Building)
- 3185 Wilson Boulevard (formerly Clarendon Ballroom)
- 3195 Wilson Boulevard (Masonic Building)
- 3201 Washington Boulevard (multiple storefronts)
- 3217 Washington Boulevard (multiple storefronts)

Building Facade Preservation: Similar to building frontage preservation, additions, exterior alterations and new infill construction are possible for buildings identified for Building Facade Preservation. While a clear separation between the existing building and new infill construction is desired, the depth of preservation required is less than the dimension recommended for frontage preservation. Facade preservation is intended to generally preserve the first 10 feet of depth from the front building elevation and any new infill construction would be set back from the building elevation by this same amount (Map 2.6 and Figure 2.22).

- 2701-2715 Wilson Boulevard (After Hours/Galaxy Hut)
- 2719 Wilson Boulevard (El Chaparral Meat Market)
- 2836 Wilson Boulevard (formerly A & R Engravers)
- 2854 Wilson Boulevard (formerly Whitlows)
- 3012 Wilson Boulevard (Arlington Valet)
- 3016 Wilson Boulevard (Hot Shotz)
- 3020 Wilson Boulevard (Classic Cigars)
- 3125 Wilson Boulevard (Cafe Cosii/Little Tavern)
- 3131 Wilson Boulevard (Bien Tong Thai Cuisine)
- 3133 Wilson Boulevard (Kabob Bazaar)
- 3137 Wilson Boulevard (Public Shoe Store)
- 3017-19 Clarendon Boulevard (office building)
- 3211 10th St. N. (Joyce Motors)

The Joyce Motors building, which is ranked as Essential in the HRI, is part of a proposed redevelopment project and the developer is following guidance for building facade preservation. However, it is necessary

for the vitality of the project that the historic facade be relocated to meet build-to lines. The moving of a historic building, or sections of a historic building, is not a recognized preservation treatment by the Secretary of the Interior's Standards for the Treatment of Historic Properties; however, it sometimes is a necessary practice and recently was applied in Arlington County in 2021. The facade preservation and relocation to meet build-to lines is only being considered for the Joyce Motors building, and not other historic buildings in Clarendon.

In order to facilitate preservation consistent with these principles, a density incentive is available. After the adoption of the 2006 Sector Plan the Zoning Ordinance was amended to establish an incentive that is directly tied to the amount of proposed building preservation, which superseded a previous density incentive. Therefore, as described in the Density Policies, if a site plan project includes a building identified for preservation, preservation of the building in a manner consistent with the above principles is expected. In exchange for preservation, the project's density may increase by an amount equal to up to 500% of the existing building's square footage that is preserved. However, any full building preservation that exceeds 10,000 square feet would be eligible for a density increase up to 500% for the first 10,000 square feet preserved and an amount up to 300% for any square footage preserved in excess of 10,000 square feet.

FULL BUILDING PRESERVATION

Figure 2.21



Top: 2825 Wilson Boulevard
Bottom: 1411 North Garfield Street

Top: 2901-15 Wilson Boulevard
Bottom: 3028 Wilson Boulevard

Bottom: 1101 North Highland Street

Figure 2.21 continued



Top: 3118 Washington Boulevard (Post Office)
Bottom: 3100 Washington Boulevard (Dan Kain Building)

Top: 3237 Wilson Boulevard
Bottom: 3211 Wilson Boulevard

BUILDING FRONTAGE PRESERVATION

Figure 2.22



Top: 2727-31 Wilson Boulevard
Bottom: 3141-57 Wilson Boulevard



1041 North Highland Street

Figure 2.22 continued



Top: 3169,-71,-85,-95 Wilson Boulevard
Bottom: 3201-17 Washington Boulevard

BUILDING FACADE PRESERVATION

Figure 2.23



*Top: 2711,-15,-19 Wilson Boulevard
Bottom: 2854 Wilson Boulevard*

*Top: 2830-36 Wilson Boulevard
Bottom: 3016-20 Wilson Boulevard*

Figure 2.23 continued



3125,-31,-33,-77 Wilson Boulevard



3017-19 Wilson Boulevard

BUILDING FRONTAGE & FACADE PRESERVATION EXAMPLES

Figure 2.24



Denver, CO



7th St. and E St. NW, Penn Quarter, Washington, DC



600 Block, Pennsylvania Ave. SE, Washington, DC



M St., Georgetown, Washington, DC

Sympathetic additions adjacent to (top photo) and stepped back from (bottom photo) preserved historic buildings and frontages.



7th Street, NW, Washington, DC

Bay windows, balconies, and facade compositions complement existing preserved frontages and facades.



800 F St. NW, Washington, DC

Step-backs are used to mitigate the differences in scale between new and existing development.

D.5 Building Heights, Tapers, and Step-Backs

Building heights are an extremely important factor for development in Clarendon, an area intended to have the lowest heights along the Rosslyn-Ballston Corridor. Due in large part to the close proximity of low-density residential areas abutting Clarendon’s core, the tapering up of heights and limitations on the amount of area available for the taller heights are important. The 1990 Clarendon Sector Plan Addendum set forth the concept of tapering up at a ratio of 1:3 from the surrounding areas zoned with either “R” or “RA” residential districts. Combined with building step-backs, this concept and formulaic approach for tapering heights presents many challenges that were considered during the 2022 Sector Plan update process. By creating steps in maximum building heights, a sensitive transition between adjacent low-density areas and the envisioned medium-density core can be achieved.

Additionally, setting gradual steps in height provides clearer expectations regarding building form and massing to developers and the community.

Adopted Policies for Building Height, Tapers, and Step-Backs (See Map 2.8)

- | | |
|--|--|
| <p>17. Apply the height tapering provisions as set forth in the “C-3” and “C-R” zoning districts and 1990 Clarendon Sector Plan Addendum and 2006 Sector Plan, except for Blocks 17, 21, 23.</p> | <p>preservation, green building design (LEED), affordable housing, and public space.</p> |
| <p>18. Establish a maximum height (in feet) for all blocks in Clarendon.</p> | <p>22. Where part of a block exceeds 60 feet in height, there should be a step back of 10 feet, and the step back should be implemented somewhere above the 1st floor and always include a step back of the entire 5th floor of a building, along designated frontages; however the depth of the step back may be modified on smaller sites.</p> |
| <p>19. Establish a maximum number of floors to be permitted within the specified height limits unless otherwise noted in Policy #3.</p> | <p>23. It is not the goal to have a uniform step back height; variation is desirable.</p> |
| <p>20. Establish a minimum structural clear height (15') for ground-floor retail. Structural clear height is defined as the space bounded by the top of one slab, or other structural portion of one floor, and the bottom of the next slab, or structural portion of a floor.</p> | <p>24. For projects that achieve full building preservation, alternative designs could be considered.</p> |
| <p>21. Allow for optional increases in building height, at the County Board’s discretion, for a limited number of sites in the Clarendon station area in return for extraordinary community benefits including but not limited to building</p> | <p>25. Where a façade or frontage is preserved, the step-back should be designed in a manner sufficient to achieve the intended historical character.</p> |

MAXIMUM HEIGHT LIMITS & STEP-BACKS

Map 2.8

Maximum Height (Feet)

- Existing Buildings
- Proposed Buildings

Maximum Number of Floors

- Preservation Structures - Existing Heights are the Maximum (Actual Heights Vary)
- 3 Floors
- 4 Floors
- 5 Floors
- 6 Floors
- 7 Floors
- 8 Floors
- 10 Floors
- More than 10 Floors

Additional Height up to 128' may be considered by the County Board in exchange for community benefits.

Building heights, step-backs, and tapers on blocks marked with asterisks are controlled under development projects approved by the County Board and the building height noted (feet) may be approximate.

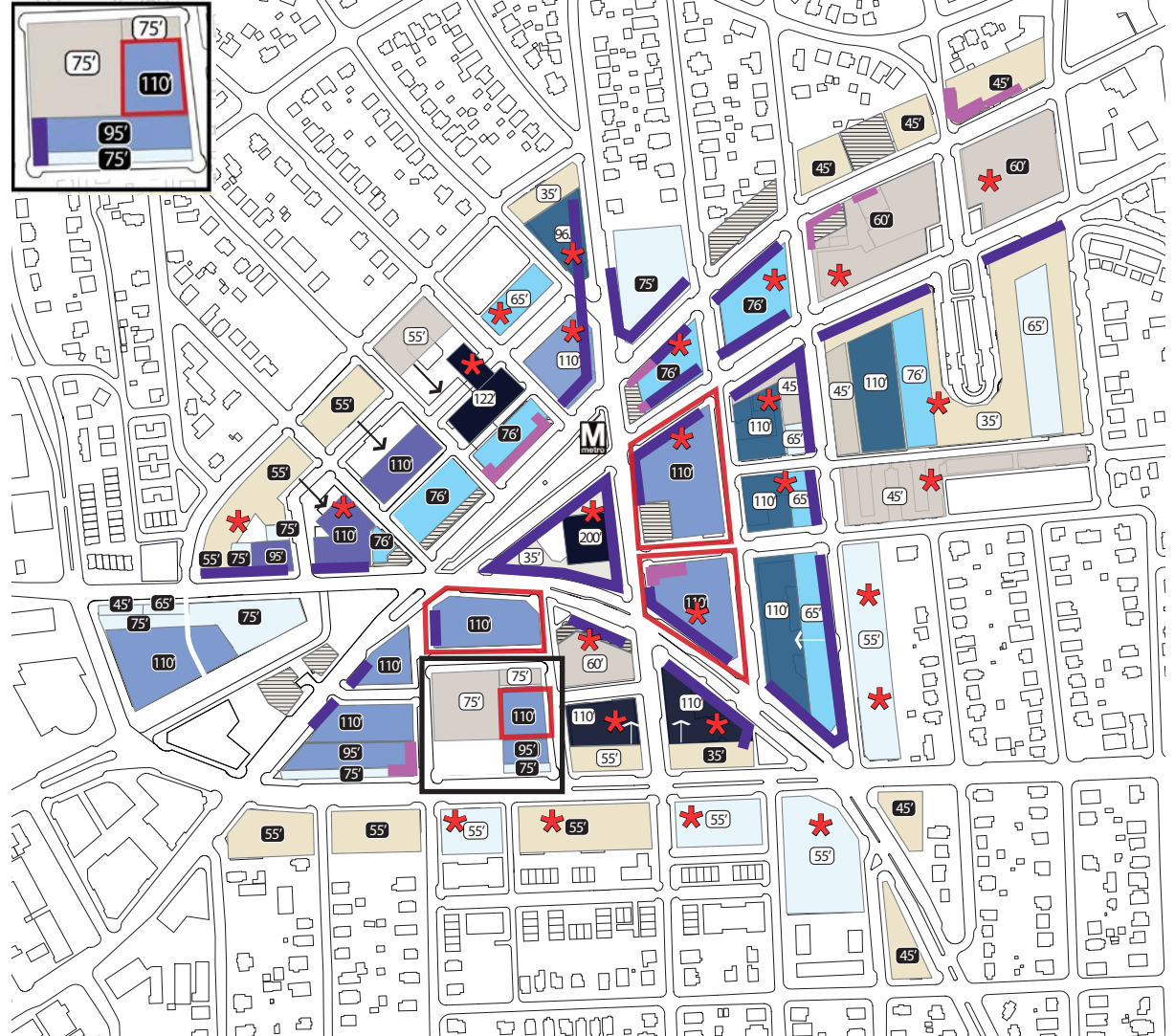
Taper Requirements (1:3 Ratio beyond 165' from "R" or "RA" Zoning line)

Notes:

1. Unless otherwise indicated, numbers shown on the height map indicate the maximum height (feet) permitted.



Alternative Height & Step-back Map for the County-owned 10th St. site



STEP-BACKS

Designated Frontages for Step-Backs when Building Heights Exceed 60 Feet
- 10' Step-back at 2nd, 3rd, 4th, or 5th floors

Designated Frontages for Step-Backs achieved through Building Facade or Building Frontage Preservation

A series of guiding principles for building height and form were developed and should be applied to sites identified in the 2022 study area (Blocks 17, 20, 21, 22 and 23).

- Design and sculpt buildings to transition in height and massing from the low density areas at the edge of Clarendon to the medium density central core. Reinforce transitions through building step-backs and architectural and landscape treatments.
- Provide building step-backs as the preferred tool for sculpting, at heights and depths that reinforce the human scale, enhance the pedestrian experience, and allow light and air to reach the sidewalks.
- Consider the relationship of building height and form to the widths of adjacent streets and streetscapes.
- Consider compatibility with the surrounding development context, including future development and existing buildings not planned for redevelopment.
- Encourage building heights and massing that allow for the achievement of the study's public space, recreational, public facility, and affordable housing goals.

Additionally, maximum building heights are recommended, both in terms of maximum feet and maximum number of floors. This combination is intended to encourage variation in building heights, adaptability of buildings over time, and flexibility for

the recommended use mix composition. By applying this dual method to define maximum building heights, proposed buildings may reach the maximum building height by maximizing floor heights. However, it is not presumed that all projects would be proposed in this manner; thus varying building heights may result if buildings are constructed with the same numbers of floors.

Step-backs in Clarendon are desired to ensure that new buildings have a pedestrian scale and are contextually appropriate adjacent to any of Clarendon's preserved structures. A variety of design approaches may be taken to achieve the desired sense of scale, all of which are dependent on the specific context. However, for buildings that exceed 60 feet in height along certain street frontages, a step-back is generally expected, as described in Policy #22. Also, as specified in the Building Preservation Policies, step-backs should be provided for any building proposed immediately above facade or frontage preservation. Generally step-backs of at least 10 feet for preserved facades and at least 20 feet for preserved frontages are recommended, although these dimensions may be modified by the County Board. For projects that achieve full building preservation and for which step-backs are otherwise specified, the County Board may approve alternative step-back designs.

Additionally, rear step-backs should be used strategically to provide appropriate transitions between low-density residential and commercial areas where redevelopment occurs on "C-3" or

"C-2" properties directly abutting "R" zoning areas north of Wilson Boulevard east of North Garfield Street. In such cases, two approaches to establish a successful transition in form should be considered. The first approach would include 25' setbacks from the abutting "R" lot combined with step-backs of 25' each at the 25 feet and 35 feet height limits, with a maximum building height of 45 feet. Alternatively, the second approach would establish a maximum number of three floors combined with a maximum building height of 40 feet. In either scenario, any remaining density that is earned for extraordinary community benefits that cannot fit on site could be transferred to another receiving site in Clarendon (as is true for all parcels which provide such extraordinary benefits). In some cases, it is anticipated that such transfers will be necessary in order to accommodate all earned density on such blocks abutting residential ("R") zoning districts.

D.6 Public Spaces

As Arlington continues to change and grow, public spaces need to adapt to accommodate the needs of the evolving community. The adopted policies for public spaces, such as the Public Spaces Master Plan (PSMP), encourage high-quality public spaces along the transit corridor. These spaces are intended to invite frequent use, provide an opportunity to connect to nature, support socializing and people watching, and foster a strong sense of community. The design quality and maintenance of Clarendon's public spaces should reflect the community's commitment to the creation of vital, durable, sustainable public spaces, which can provide a respite or transition within the urban environment as well as a connection to natural elements. These public spaces should be purposefully designed to support recreation, casual, impromptu use and connections with nature.

It is expected that Clarendon's existing and proposed public spaces will be integral to a larger network of spaces throughout the County. These spaces are important contributors to the County's livability, economic and biophilic vitality. These distinct types of spaces are intended to support Clarendon's continued evolution as an attractive place to live, work, and visit. The creation of a network of safe, accessible, and functional spaces is a central focus of the public space system.

The County recognizes the central role public parks, squares, streetscapes, and plazas play in making distinct, attractive urban neighborhoods.

Adopted Policies for Public Spaces

26. Strive to design public spaces with the goal of achieving 40% tree canopy where possible, to provide shade and connection with nature.
 27. Block 2: Designate the space at the northeast corner of Fillmore and Wilson Boulevard for additional café seating along the streetscape rather than as a specific public open space.
 28. Block 7: Indicate a park between North Hartford and Herndon Streets south of 13th Street.
 29. Block 15: Indicate a new park adjacent to the proposed reconfigured intersection of 13th Street and Washington Boulevard.
 30. Blocks 16, 17, 18, and 19: Create a linear park and expand/ enhance existing public spaces.
 - Design plaza on the east end of Fairfax Drive with a mix of hardscape and landscape areas which could be used for public gatherings and market-type activities as well as provide additional relief from the surrounding built environment
 - As determined through a future park planning process for Fairfax Drive, close the existing vehicular access to Fairfax Drive from Wilson Boulevard.
- Convert the existing Fairfax Drive and parking area to a new linear park with a shared street and an enhanced bicycle facility. Design the future park as a multi-use space and incorporate biophilic design principles to support casual use and connection with nature
 - Design space between former Clarendon Citizens Hall (now Northside Social) and Kirby Garage (now T & J Auto Body) buildings for pedestrians and bicyclists as well as for service access to buildings; defer designation for through-traffic until future review of adaptive reuse of historic structures can be determined; allow vehicular access for emergency access if needed.
 - Expand the existing Triangle Park through relocation of the County Smartscape facility and future land acquisition of adjacent private sites.
 - Relocate County Smartscape facilities to another location in or within close proximity to the Rosslyn-Ballston Corridor, or other appropriate site to meet the program's needs, if/when necessary to facilitate the proposed public space improvements.

31. Block 23: Indicate a new urban park along the north edge of 10th Street North between N. Hudson and N. Irving streets to be realized through determination of a preferred land use scenario for fire station, public space, housing, or some combination.

- As redevelopment projects are proposed within close proximity to the County-owned site, or if opportunities arise for land acquisition, strive to relocate Fire Station 4 to a location that meets the Fire Department's siting and program needs in order to create a proposed public space adjacent to an affordable housing project (Figure 2.18). If an affordable housing project proves to be unsuccessful, the entire site could become public space (Figure 2.19).
- If the relocation of Fire Station 4 is not feasible, and if a stand-alone station is replaced on-site, continue to explore both ground level and rooftop public space opportunities (Figure 2.17).
- Recapture potential density from public space areas in other redevelopment projects on the block or in the Clarendon station area.

- Design and construct public space to accommodate a mix of uses including recreational uses and provide new landscape plantings to enhance the tree coverage in Clarendon.
- As a long term option, if additional land use tools or resources become available in the future and the development capacity from the Verizon property could be accommodated elsewhere in Clarendon, continue to evaluate the possibility of expanding the public space to the south edge of the proposed 10th Road.

32. Blocks 35 and 36: Continue to indicate a public space pocket park/plaza at the corner of Edgewood Street and Clarendon Boulevard to balance the existing plaza adjacent to the Clarendon Education Building on the northwest corner of this intersection.

squares, streetscapes, and plazas play in making distinct, attractive urban neighborhoods. As Clarendon's transformation continues and the intensity of land use increases, the location, scale, character, and biophilic design quality of outdoor public spaces will be increasingly important.

The creation of a network of safe, accessible, and attractive spaces is a central focus of the public space and streetscape system.

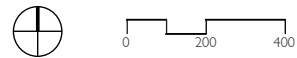
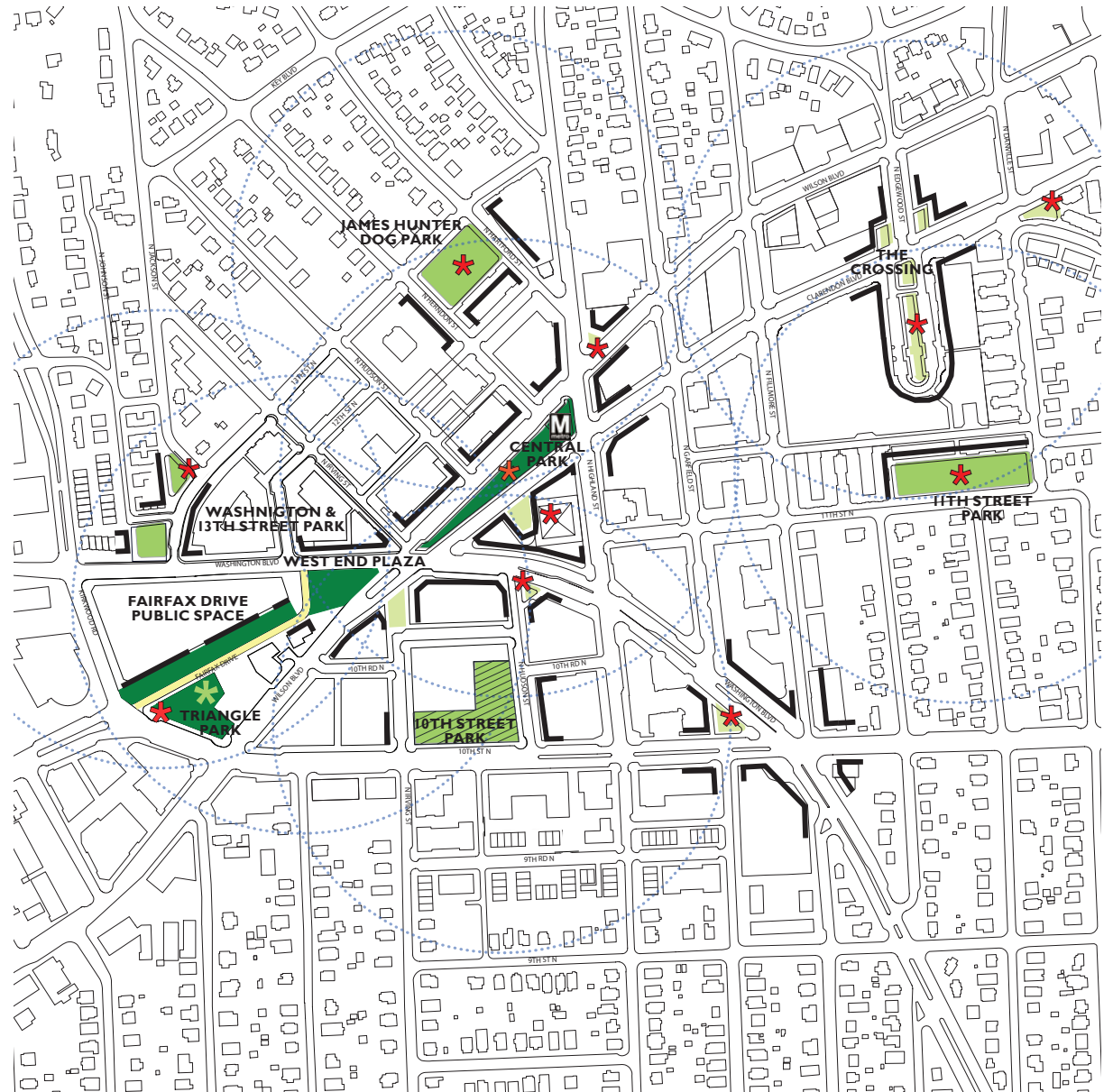
While it is difficult to determine the precise demand for outdoor public space in an urban setting, the County recognizes the central role public parks, squares, streetscapes, and plazas play in making distinct, attractive urban neighborhoods. Several existing planning documents and initiatives recognize this difficulty, including the Public Spaces Master Plan and the Public Art Master Plan. Each document in its own way calls for the creation of a network of public spaces in the Rosslyn-Ballston Corridor serving a range of community needs and desires, including active and passive recreation and cultural programs. Taken together, these County and Rosslyn-Ballston Corridor-wide plans provide a conceptual framework for the improvement of existing spaces and the creation of new outdoor public spaces in Clarendon.

Due to Arlington's limited geographic size, its relative density, and lack of undeveloped land, Arlington is challenged when it comes to creating new, and especially large, public spaces. As a result, the County

PUBLIC SPACES

Map 2.9

- Central Park Spaces**
 Central Park
 West End Plaza
 Fairfax Drive Public Space
 Triangle Park
- Urban Parks**
 13th Street & Washington Boulevard Park
 13th Street & Ivy Street Park
 13th Street & Herndon Street Park
 11th Street Park
- Multiple Land Use Scenarios for the County**
 10th St. Site (Figures 2.16- 2.19)
- Plazas**
 Wilson Boulevard & N. Highland Street
 Washington Boulevard & Irving Street
 US Post Office
 10th Street & Washington Boulevard
 Market Common (now The Crossing)
 Clarendon Boulevard & N. Danville Street
 Clarendon Boulevard & Edgewood Street
- Fairfax Drive Shared Street**
- Building Frontages Defining Public Spaces**
- 1/8 Mile Radii**
- * **Existing Public Spaces**
- + **Land acquisition required to achieve expansion of Triangle Park**



has relied on the help of private developers to create new spaces or facilities, and has emphasized the improvement of existing spaces. As density and population continue to expand in the Rosslyn-Ballston Corridor, consistent with the PSMP, the focus will be to: improve and expand existing spaces and facilities to accommodate multiple uses; connect public space with trails, bike facilities, and enhanced streetscapes; and gain new public spaces in areas such as Clarendon. The County is approaching the Corridor's public space system in a comprehensive manner rather than seeking to achieve an all-inclusive array of spaces, facilities and uses in each station area. As sites in the Clarendon Metro Station Area continue to redevelop, joint County/private partnerships or future land acquisition may be needed to meet public space needs given limited availability of County land.

Recommendations

The improvement of existing and the creation of new spaces are recommended for Clarendon. When improving existing spaces or creating new spaces, the design guidelines from the PSMP should apply.

The design guidelines for public spaces included in the PSMP emphasize the importance of the size, location and configuration of a site to achieve functional and accessible public spaces. Public spaces in urban areas should be designed with consideration of user comfort, natural sunlight exposure and opportunities

to mitigate noise and light pollution to allow for a year-round use. Landscaping should strike the right balance between a lush, diverse softscape and durable hardscape to make these spaces functional vegetated urban oases. Conserving and expanding existing tree canopy in these spaces through evolving standards in soil volumes and selection of trees that suit the site conditions and will provide shade, connections with nature and environmental benefits. These spaces should allow for a respite or transition within the urban fabric as well as a connection to natural elements by incorporating biophilic design principles. All public spaces, but in particular those in dense urban environments, significantly benefit from a nature-based design approach through the introduction of biophilic principles and increased opportunity for human-nature connectivity. Integrating naturalistic qualities into a public space design allows for more direct and indirect nature-based experiences by highlighting physical and ecological processes, materials, textures and interpretations. The long-term benefits of connecting people to nature is critical to support personal wellbeing and happiness. Amenities should be of high-quality and durable materials to ensure safety and minimize maintenance needs while also taking into consideration the scale and program of the space to inform the type and quantity of amenities that are provided. Public spaces should include signage that is clear, visible, and readable to identify the space as accessible to the public. Signs can incorporate wayfinding, information, and educational opportunities

to enhance the public space.

The existing and proposed public spaces in Clarendon fall into one of four categories: central park spaces; urban parks; plazas; and streetscapes (as described in the Urban Design Guidelines, Chapter 3). This categorization is generally based on character, scale and use of the space. In the sense that Clarendon hosts many large public gathering events such as Clarendon Day, all of Clarendon's streets should be recognized as key elements of the public space system and should be attractively designed as well as functional.

Central Park Spaces

Central Park spaces are prominently located, highly visible, spaces defined by public streets and buildings with active ground floor uses, featuring a mix of both softscape and hardscape areas. These are spaces that attract and accommodate major public activities and provide sites for special events, art installations, and community gatherings. Such spaces should provide seating, public art, and facilities to support special events and activities, and could include space-activating elements such as interactive park elements or spaces to stage events. These spaces are envisioned as public space owned by the County or as space to which a developer attaches a public access easement. If new designs are recommended, it is anticipated that designs would be undertaken by the County with community involvement.

These spaces should be visually and physically accessible to the widest range of residents, workers, and visitors – the dedication of large portions of such spaces for single uses is considered inappropriate. Full block sites are preferred, as are locations along or at the intersections of highly traveled pedestrian ways. Clarendon Central Park is defined as a central park space, as is the proposed West End Plaza immediately west of the Washington-Wilson-Clarendon Boulevards ("Clarendon Circle") intersection.

Central Park. Central Park and its immediate environs, including public rights-of-way, already accommodate a number of Clarendon's special events. The County, community, and/or the Clarendon Alliance should continue to host these events in and around Central Park and the proposed West End Plaza. At the southwest corner of Clarendon Central Park stands a monument to the citizens of Arlington County who fought in World War I (WWI), World War II, the Korean War, and the Vietnam War. The stone monument, erected by Arlington County Post 139, the American Legion, and the citizens of Arlington County, was dedicated on November 11, 1933 and originally placed in "Clarendon Circle". It was moved to its present location in Clarendon Central Park in 1987, after a long tenure at the county Courthouse. In 2019, the Clarendon War Memorial markers were erected in Clarendon Central Park adjacent to the Clarendon War Memorial, which were installed to commemorate

the centennial of WWI. Arlington County Government, in collaboration with the County's WWI Commemoration Task Force and Arlington's American Legion and Veterans of Foreign War posts, developed this interpretive marker project to document the impacts of war on the local community. Spaces and monuments such as these are imbued with special meaning and enhance the community's sense of civic identity and memory.

Improvements to Clarendon Central Park were completed in 2013, and include new bike shelters, landscaping, irrigation, tables and chairs, lighting and ADA-compliant pavers for community use. The redesigned plaza provides open areas for events such as the farmers market and more direct access to Metro.

West End Plaza, Future Fairfax Drive Park, Fairfax Drive and Future Triangle Park

West End Plaza. The West End Plaza is an extension of the future comprehensive Fairfax Drive Park, a linear park, that includes the plaza, Fairfax Drive and future expansion of Triangle Park as a unified and cohesive park experience. The plaza is envisioned as the park's main focal gathering space, approximately 20,000 square feet in size. The future designed plaza would create a new, prominent public space, with a blend of hardscape and landscape spaces to further support community activities, markets



and events, providing a much-needed element to reconnect the western end with the center of Clarendon. It is anticipated that the space would be largely funded through redevelopment projects. High levels of pedestrian traffic are expected in this part of Clarendon, particularly as the George Mason University campus continues to grow and other sites in Virginia Square redevelop. The plaza and future linear park at Fairfax Drive could enhance this corridor linking the Virginia Square and Clarendon Metro station areas.

Future Fairfax Drive Park. The vision for re-designing the segment of Fairfax Drive between the re-designed West End Plaza and North Kirkwood Road is to create a more flexible, pedestrian-oriented

urban park space that will enhance the physical character and utility of this area. Principally, this redesigned segment of Fairfax Drive is intended to be a multi-use area, with an approximately 30,000 square feet public space that is designed in a manner to easily accommodate a variety of activities and programs. Additionally, a 15,000 square feet shared street could be occasionally closed off and used for events and activities and serve as an extension of the public space. The vision for Fairfax Drive is to create a park experience that provides respite and rejuvenation through the connection to biophilic elements in the landscape. Biophilic elements could include a range of direct and indirect experiences to nature and natural processes, from tangible materials and textures to the intangible expressions of nature that could be evoked and created through design. An adjacent shared street with limited vehicular and parking access located on the southern edge of the public space will function as an extension of the park space. Likewise, an enhanced bicycle facility located to the north of the shared street will improve both user experience and bicycle connectivity between Clarendon and Virginia Square. Emergency vehicles will need access to the shared street and to existing Metro infrastructure.

Triangle Park. The existing Triangle Park currently hosts DPR's Smartscape Facility, which serves as a central location to support Parks operational needs within the RB Corridor. The vision for redesigning and expanding the existing Triangle Park property as part of the larger Fairfax Drive linear park, would be

facilitated through land acquisition of the immediate neighboring parcels to consolidate into one large contiguous parcel that achieves the newly envisioned 20,000 square feet park. Should expansion of the existing Triangle Park be possible through land acquisition, then relocation of the existing Smartscape Facility in or within close proximity to the corridor would be necessary to achieve this goal. The extension of Triangle Park parcel into the greater linear park will provide a continuum of the parks biophilic qualities while further diversifying the experience of the park. Triangle Park will act as an important public space extension and connection point from N. Kirkwood Road to Clarendon Circle.

Urban Parks

Urban parks are those serving the needs of both surrounding neighborhoods and the core area's residential and work populations. These parks should be planned and designed to provide an array of public space activities and programs. Open, landscaped areas, as well as multi-use athletic courts and fields, dog runs, fitness amenities, etc. should be considered for these urban parks to promote activity, exercise, and foster a sense of safety. Urban parks should be located along primary pedestrian and bicycle ways and offer green spaces with shade trees and seating. Existing examples include James Hunter Park and 11th and Danville Streets Park. These spaces are envisioned as public property and, if necessary, they would be designed by the County with community involvement.



West End Plaza



Triangle Park & DPR Smartscape Facility

James Hunter Park (former 13th & Herndon Park).

The existing public space on the south side of 13th Street between North Herndon and North Hartford Streets went through a complete redesign in 2013 to accommodate the need for canine facilities within the urban corridor. It features an enclosed dog park with a mixture of vegetative and synthetic turf and an interactive water feature for canines. Aside from the dog park, the park also includes a demonstration garden, various seating areas and a lawn area.

11th Street North and North Danville Street Park.

As of 2022, the park behind The Crossing (former Clarendon Market Commons) went through a complete redesign in 2013 to accommodate the need for canine facilities within the urban corridor. It features an enclosed dog park with a mixture of vegetative and synthetic turf and an interactive water feature for canines. Aside from the dog park, the park also includes a demonstration garden, various seating areas and a lawn area. A park renaming process is currently being undertaken with the community during the park improvement process.

Washington Boulevard & 13th Street Park.

The reconfiguration of the Washington Boulevard-13th Street intersection provides another opportunity to create a new public space in Clarendon's west end. A small, public space at the northwest corner of the

realigned intersection will be created as rights-of-way are modified. The space is approved to be designed to support casual uses with an open lawn, street trees, internal circulation allowing connectivity between the residential neighborhoods and the corridor and site furnishings. While most of the land required for the park is in existing public rights-of-way, the acquisition of some private property may be necessary to ensure the creation of an adequately sized space and to maintain street connectivity to the Bromptons of Clarendon development, which was achieved through approval of a site plan project adjacent to this area. The space will be designed and completed as part of the processes to improve 13th Street and realign the 13th Street and Washington Boulevard intersection. To encourage additional eyes on the street and informal observation of the space by the community, a new street segment along the north edge of the park will be built to connect North Johnson Street. Low-density residential uses, such as townhouses, are encouraged along the north edge of this new street segment. To achieve this space, it is expected that either public or private acquisition of properties would be necessary in coordination with the redesigned rights-of-way.

10th Street Park. Creating a central, public gathering space on the County- owned 10th Street site is desired to meet the needs of the growing Clarendon community.



James Hunter Dog Park



11th Street Park

Therefore, a portion of the block is proposed to be converted into a new urban park. It is anticipated that the County would seek opportunities to relocate the existing Clarendon Fire Station 4 into other redevelopments within close proximity to the site, or look for opportunities to acquire land for the fire station in order to create the new park, which could be approximately 17,000 square feet if co-located with committed affordable housing (Figure 2.18), or could be larger as an interim condition, or if an affordable housing development is not feasible (Figure 2.19). If relocation of the fire station is not feasible, the County should strive to develop the 10th Street site to achieve as many community goals as possible, including a modern fire station with affordable housing and public space, and creative design solutions should be pursued to maximize the size of 10th Street Park. Any of the park scenarios could be designed to accommodate a mix of park uses as determined through a separate master planning process to identify casual use and/or recreational opportunities, which would serve a wider segment of the growing Clarendon population. If opportunities present themselves in the future for the Verizon site such that park expansion would be possible, the County would evaluate options to expand the proposed park to the proposed 10th Road right-of-way.

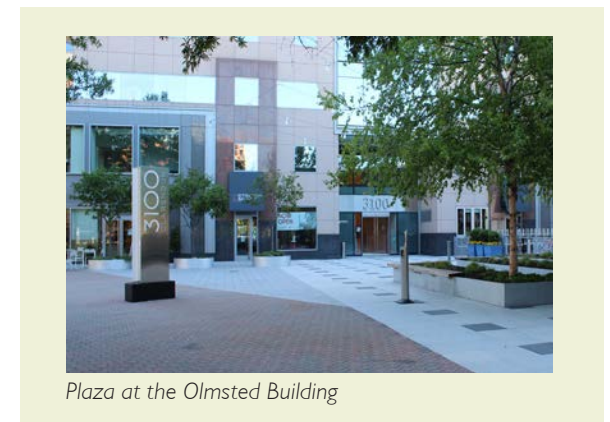
Plazas

Plazas, in public and private ownership, are most commonly small-scale spaces offering seating, shade, and modest public amenities along public streets and sidewalks. The plazas in Clarendon are typically located along primary east and west arterials where the most pedestrian circulation occurs. Existing examples include the plazas at 3033 Wilson Boulevard and at the base of the Olmsted Building. As of 2022, the 3033 Wilson Boulevard plaza is undergoing improvements and adding outdoor seating and other amenities. The central space of the Market Common (now The Crossing) development is another such space. These spaces are envisioned as extensions of the public street space and offer places for relaxation, socializing, and people watching. While most plazas will be privately owned and maintained, each should be fully accessible to the public. These spaces are not intended to satisfy the need for large urban parks described above, which can better accommodate other more intense recreational uses. Recommendations for improvement to existing plazas or for the creation of new plazas are as follows:

Olmsted Plaza. The existing plaza at the base of the Olmsted Building is recommended to remain. The plaza was renovated in 2016 along with building ground floor facade treatments and now provides for increased usage by the community as recommended in the 2006 Sector Plan.

Wilson Boulevard & North Highland Street. In Fall 2020, the County coordinated with the owner of 3033 Wilson Boulevard to redesign the space to accommodate an outdoor cafe, beverage kiosk and plaza seating area. Additional improvements include shade trees, raised planter beds, operable glass storefront on the Wilson Boulevard frontage and a Capital Bikeshare station.

Clarendon Boulevard & North Edgewood Street. Should redevelopment of the Whole Foods site occur, a public space at the corner of North Edgewood Street or along the Edgewood frontage should be considered. This new space would balance the opposing plaza on the northwest corner of the intersection or offer a larger public space linking The Crossing with Wilson Boulevard. This space could



Plaza at the Olmsted Building

serve as frontage for new retail space, outdoor cafes, and public activities at the Whole Foods block. This space could also function as another venue for public events and activities in the event that North Edgewood Street were temporarily closed to traffic for such uses. It is anticipated that this space would be created through private redevelopment.

Clarendon Boulevard & North Edgewood Street. Should redevelopment of the Whole Foods site occur, a public space at the corner of North Edgewood Street or along the Edgewood frontage should be considered. This new space would balance the opposing plaza on the northwest corner of the intersection or offer a larger public space linking The Crossing with Wilson Boulevard. This space could serve as frontage for new retail space, outdoor cafes, and public activities at the Whole Foods block. This space could also function as another venue for public events and activities in the event that North Edgewood Street were temporarily closed to traffic for such uses. It is anticipated that this space would be created through private redevelopment.

Washington Boulevard. Three plazas along Washington Boulevard between Wilson Boulevard and 10th Street were improved or created since 2006. The first plaza, at Irving Street and Washington Boulevard, was installed as part of the Clarendon Circle intersection improvements between 2018-2020, maintains a pedestrian connection from the Lyon Park and Ashton Heights neighborhoods to the Central Park area. The public space at the southeast corner of Hudson Street and Washington Boulevard

in front of the United States Postal Service building maintains a setting for the historic building. The existing plaza at the northwest corner of Washington Boulevard and 10th Street will provide a place for café seating and could accommodate a kiosk to direct pedestrians to various destinations in Clarendon and the Rosslyn-Ballston Corridor. The County should continue to study best practices, including financial and management resources, and develop implementation plans for establishing and maintaining kiosks in the Clarendon station area.



Plaza at Washington Boulevard & N. Irving Street



Plaza at Washington Boulevard and 10th Street







D.7 Transportation

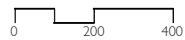
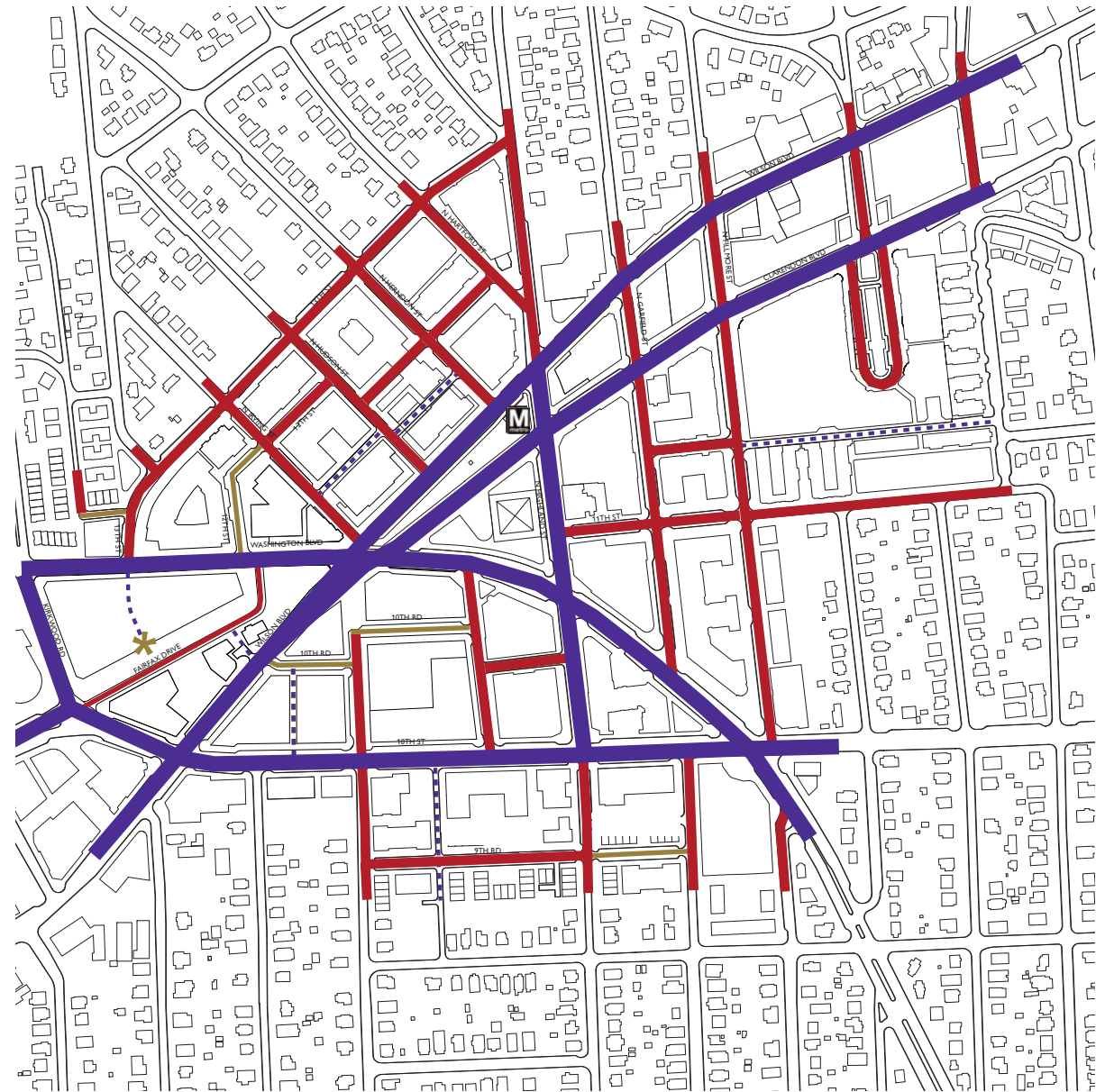
Adopted Policies for Transportation

33. Incorporate the locations and character for new streets, changes to existing streets, removal of selected streets, and the addition of new bikeways into the Master Transportation Plan as per the amendments approved by the County Board on February 28, 2006.
34. Improve the safety and quality of pedestrian travel through the following actions: provision of sidewalks with sufficient clear zones and adequate space for tree planting and street furniture; the minimization of crossing distances for pedestrians through the narrowing of travel lanes and incorporation of curb extensions; and the incorporation of street trees and on-street vehicular and micro-mobility parking as a buffer against moving traffic.
35. Reduce areas of pavement dedicated to motor vehicle travel to the greatest extent possible while accommodating necessary traffic, and increase the amount of street space safely dedicated to pedestrian and bicycle travel, on-street vehicular or micro-mobility parking and loading, and, where appropriate, landscaped medians and public seating spaces.
36. Maintain and improve system connectivity and site accessibility through the continued development of a network of local streets, including the westward extension of 12th Street from North Irving Street to Washington Boulevard, the development of new public streets between Wilson Boulevard and North Irving Street north of 10th Street, and new public streets between North Irving and Hudson Streets south of Washington Boulevard.
37. Minimize the impact of service access and loading on the street by specifying locations and time limits for on-street deliveries and, where possible, limiting service access to local streets and alleys.
38. Improve intersection operations and pedestrian safety through the evaluation and optimization of signal timing and the redesign of the following intersections: Washington Boulevard and 13th Street; Wilson Boulevard and 10th Street; Washington Boulevard and 10th Street; and Kirkwood Road and Fairfax Drive.
39. Provide a network of bicycle facilities to enable safe and convenient bicycling and micro-mobility travel to and through Clarendon. Provide abundant, well-designed and convenient bicycle and micro-mobility parking within Clarendon's commercial areas.
40. Enhance the convenience and efficiency of bus service in Clarendon. Improve the comfort and convenience for Metrorail patrons.
41. Encourage Clarendon residents, employees and visitors to travel more frequently by public transit, bicycle, carpool, or by foot, and to drive private vehicles less often.
42. Continue efforts to reduce traffic congestion, reduce the demand for parking, provide for maximum use of existing public transit and high-occupancy vehicle (HOV) infrastructure, improve environmental quality and improve mobility.
43. Enhance multimodal facilities and accommodate curb space demands through reconstruction/ reconfiguration of travel ways.

STREETS

Map 2.10

-  Arterial
-  Local
-  Planned Local
-  Planned Shared Street
-  Alleys
-  Pedestrian Only Access to Fairfax
Planned Drive Public Open Space



Several new streets are recommended to provide additional circulation options, divide large blocks, and provide locations for service/loading and parking entrances to reduce visibility on streets to the greatest extent possible. (See Map 2.10). In some areas, certain segments of street will be removed. New bikeways are also proposed.

Clarendon is one of the most accessible locations in Arlington. It is well served by several arterial street corridors: Washington Boulevard, 10th Street North, Fairfax Drive, Kirkwood Road and Wilson and Clarendon Boulevards. The arterial streets are overlaid with a grid of local streets. Virtually all of the streets within Clarendon include sidewalks and have marked pedestrian crossings. Clarendon is very transit accessible with a station along the Metrorail Orange and Silver Lines and public bus service provided by Metrobus and Arlington Transit. Bicycling to and through Clarendon is fairly convenient via marked bicycle lanes on Fairfax Drive, Wilson and Clarendon Boulevards and on local streets. Taxi service, Capital BikeShare, shared micro-mobility devices and car-sharing vehicles are also available at several locations in the community.

While Clarendon is now easily accessible by many modes, much of its street network was originally created or re-designed in the mid-20th Century prior to the introduction of Metrorail when transportation

planning was very automobile-oriented. In 2006 Clarendon, the primary arterials, Washington Boulevard and 10th Street in particular, were wide with several key intersections that were difficult for pedestrians, cyclists and motorists to cross. Conditions have been substantially improved in some locations, but some of these issues persist today. Sidewalks and streetscapes within Clarendon vary widely in their widths, materials and elements. Upgrades are occurring mostly in a sporadic manner with redevelopment. And the functionality of the street grid, especially west of North Highland Street, is still primarily dependent upon the larger main streets.

Improving the function and quality of Clarendon's public streets is among the most important goals of the 2006 Clarendon Sector Plan and remains an important goal of the 2022 Clarendon Sector Plan Update. Streets are the community's most visible and heavily used public space, and as such, their condition, scale, character, capacity, and design affect all aspects of life.

Besides serving the access and travel needs of the community, streets are the places where people socialize, window shop, and meet for a bite to eat. They provide access to adjacent public and private spaces, link neighborhoods and districts, and shape the community's identity and image. Therefore, to improve multimodal circulation into and through

Clarendon for all street users, the updated Plan recommends several new streets that will expand the street network and allow more direct pedestrian and bicycle routing, increased on-street parking, and less-intrusive access for building services. These streets may also reduce the strain on major Clarendon intersections, which will improve the functioning of major streets. These new streets will extend 12th Street through two blocks north of Wilson Boulevard, extend 10th Road through two blocks west of North Hudson Street.

Construction began in 2021 to straighten Washington Boulevard west of Wilson Boulevard as recommended in the 2006 sector plan. This project will improve connectivity for pedestrians and motorists, improve the intersection with 13th Street, and create a new public space.

New and enhanced bicycle lanes along North Kirkwood Road and Fairfax Drive will provide additional bicycle connectivity within Clarendon. Recommendations include shortening overly-long crosswalks and redesigning several critical intersections.

Recommendations

The recommendations for improving Clarendon's street network result from a careful assessment of current system operations, a review of physical conditions, and the testing of a variety of potential changes to the network. These assessments revealed a number of deficiencies requiring attention, including the following:

- substandard quality of some pedestrian and bicycle facilities, including sidewalk widths, conditions, pedestrian and bicycle crossings, and non-ADA compliant bus stops;
- gaps in the bicycle network;
- overly-wide travel lanes on streets; and
- poorly performing intersections contributing to congestion and safety issues.

While these deficiencies are significant in certain areas of Clarendon, it should be noted that the County has made significant strides over the past several decades to improve physical conditions and multimodal operations in Clarendon to better accommodate pedestrian and bicycle travel and encourage the use of transit.

In order to address the deficiencies, a number of alternative concepts were developed and examined during the planning process to improve the conditions

for several major intersections and many segments of the street network. However, only very limited increases in the motor vehicle capacity of the roadway network are recommended. Additional transportation demands produced by the anticipated new development in Clarendon and surrounding areas will place greater burdens upon the transportation system. Significant efforts will be needed by both the private and public sectors to accommodate the new transportation demands, particularly if future traffic capacities are constrained. Beyond redesigned streets, to better accommodate pedestrian and bicycle travel, significant efforts will be required to improve and encourage the use of transit. Traffic volumes on streets in the adjacent single family residential neighborhood will be monitored periodically and if necessary, residential traffic calming measures will be employed.

Street Hierarchy

Consistent with the approach in the Master Transportation Plan, this plan classifies streets in Clarendon into four functional groups: principal arterials, minor arterials, local streets (including shared streets) and alleys. Each street classification serves an important purpose within the street hierarchy. The types function together to move people on foot, bicycle, automobile, or bus within Clarendon and along the Rosslyn-Ballston corridor. These street

classifications work in conjunction with the sidewalk/streetscape urban design guidelines discussed in Chapter 3. However, in this section, a hierarchy and overall dimensions are provided for the entire street network. These street classifications are not intended to duplicate the Frontage Types described in Chapter 3. However, they are intended to work in coordination with the land use and building design recommendations for each specific area.

Each street type is described below:

Arterial Streets. The Arterial street functional classification is made up of both principal and minor arterial streets.

Principal Arterial Streets are the primary street type within the Clarendon area. They move the highest volume of people and goods within and through Clarendon and are characterized by multiple travel lanes, on-street parking, bike lanes, and provisions for a comfortable pedestrian experience. Arterial streets are also the primary transit routes. These are the streets on to which the highest density development fronts and also the location for the most intensive street and sidewalk activity and lighting. Within the Clarendon area, Clarendon and Wilson Boulevards and 10th Street are the major east-west connections and Washington Boulevard (to Kirkwood Road) serves as the principal linkage between Arlington

Boulevard to the south and Langston Boulevard to the north. Medians and turn lanes are a feature for some of the principal arterial streets. Direct driveway access should be discouraged along principal arterial streets, but may be considered if site access from local streets or alleys is not feasible or where preservation of historic structures does not allow for the creation of alleys or local streets..

Minor Arterial Streets. Minor Arterial streets supplement Clarendon's principal arterial streets and provide access within the district and between the district and surrounding areas. While supporting a lower volume of people and goods movement, these streets provide alternative routes to principal arterial streets and provide a series of options for multimodal travel between local destinations. These streets are characterized by a one to two travel lanes in each direction, on-street parking and streetscapes that provide a comfortable pedestrian environment. Fairfax Drive, North Kirkwood Road, North Highland are defined as minor arterial streets in the Clarendon hierarchy. Limited driveway access may be considered if site access from local streets or alleys is not feasible or where preservation of historic structures does not allow for the creation of alleys or local streets.

Local Streets, Shared Streets & Alleys. Local streets, shared streets and alleys support the lowest volumes of travel within Clarendon. They provide

more direct pedestrian and bicycle connections between principal and minor arterial streets and access to service bays, loading areas and garages. Local streets offer narrow travel lanes, on-street vehicular and micro-mobility parking where rights-of-way permit, and sidewalks with 6 feet-wide clear zones, and street trees. Alleys do not usually provide separate walkways or landscaped areas. A shared street is a local street where the needs of motor vehicles are generally secondary to the needs of pedestrians, bicyclists and other roadway users. These streets are designed and constructed to discourage travel at more than 15 miles per hour. Vehicular entrance to the street is typically via driveway-style curb ramps and the surface of the street may be of materials, colors and/or textures other than traditional asphalt. Shared streets allow people to comfortably walk within the roadway and slow traffic speeds through mixing of travel paths, physical design and visual cues. Shared streets typically use few traffic signs and markings and have a uniform surface height (limited use of curbs) to permit easier pedestrian travel along and across the street.

Service and loading functions for buildings are intended to occur from the alleys and local streets. The new streets envisioned in this Plan will provide new access to those buildings that front on arterial streets such as Wilson and Washington Boulevards.

Street-by-Street Recommendations

Principal Arterial Streets

Wilson Boulevard. (Figures 2.25-2.27) Wilson Boulevard is the primary east-west connection in the Rosslyn-Ballston Corridor. Between Washington Boulevard and the Rosslyn station area, Wilson Boulevard exists as the complement to Clarendon Boulevard in a one-way pair system. West of the Washington Boulevard intersection, Clarendon Boulevard merges into Wilson Boulevard and continues as a two-directional street through to Virginia Square and beyond the Arlington County border.

Wilson Boulevard, east of North Fillmore Street, would contain an 83'-0" building face-to-building face dimension. This measurement includes adequate space for 20' sidewalks, on-street parking lanes, a 6' dedicated bike lane, and two travel lanes, 10' and 11' in width. In instances where building preservation is desired, sidewalk widths may be reduced to between approximately 10' and 14' to achieve that objective, so long as at least 6' of sidewalk clear width is maintained exclusive of tree pits and street furniture. At Clarendon Central Park, the roadway of Wilson Boulevard remains the same; however, the streetscape conditions adjacent to historic resources and along Clarendon Central Park may differ.

While still existing as a fundamental component of the street hierarchy, Wilson Boulevard's character changes west of Washington Boulevard, as it merges with Clarendon Boulevard. By providing comfortable 12' sidewalks, on-street parking on the south side, and 42' of travel lanes, Wilson Boulevard's building face-to-building face dimension would change to 74'-0". Tree pits would be interspersed with on-street parking along the south curb, creating a sidewalk that ranges from 12' to 19' wide.

Clarendon Boulevard. (Figures 2.28-2.29) As mentioned above, Clarendon Boulevard exists as a one-way pair with Wilson Boulevard east of Washington Boulevard. West of Washington Boulevard, Clarendon Boulevard joins with Wilson Boulevard and continues southwest to Virginia Square. Clarendon Boulevard east of Clarendon Central Park would retain an 83'-0" building face-to-building face dimension. This allows for 20' sidewalks, on-street parking lanes, a 6' dedicated bike lane, and two automobile travel lanes, 10' and 11' in width.

Where Clarendon Boulevard borders Clarendon Central Park, no on-street parking is provided along the park frontage, thus preserving valuable park land. The cross-section of this portion of Clarendon Boulevard allows for a 20' sidewalk, a 6' bike lane, two 11' travel lanes, and on-street parking on the south side of the street.

Washington Boulevard. (Figures 2.30-2.32).

Washington Boulevard serves as a primary northwest/southeast connection in the Clarendon area. Like Wilson and Clarendon Boulevards, Washington Boulevard changes character as it traverses the district. Washington Boulevard west of Central Park would maintain a 81'-0" building face-to-building face dimension that accommodates 18' sidewalks and four travel lanes totaling 45' in width. As of this update, the roadway is being reconstructed to create a more linear street with wider sidewalks, while respecting existing buildings along Washington Boulevard. The intersection at Washington Boulevard and 13th Street is also being reconfigured to create a more regular, right angle T-intersection. On-street parking may be accommodated through off-peak use of curb lanes in this stretch of Washington Boulevard.

East of North Hudson Street, Washington Boulevard gains a median and offers 18' wide sidewalks, on-street parking lanes, and a 10' wide median with shy lines that divides 42' of travel lanes to provide a 104'-0" building face-to-building face dimension. On-street parking is provided along Washington Boulevard wherever possible to provide short-term parking for residents and visitors to Clarendon. Curb lines remain the same in most places except for slight roadway realignments and the addition of curb extensions to shorten pedestrian crossing distances at intersections. In addition, medians would be lengthened to provide

pedestrian refuges at intersections or altered to maintain consistent lane widths and turn lanes.

Enhanced Alley Connection

For Block 17, an enhanced alley would create a mid-block pedestrian connection perpendicular from Washington Boulevard at the 13th Street intersection to the planned Fairfax Drive Park. This connection would reduce the scale of the long block along Washington Boulevard and Fairfax Drive frontages, provide a break in building mass and provide an important physical and visual connection between streets and other public spaces. The connection would also serve as a vehicular and service/loading access from Washington Boulevard for the future redevelopment with pedestrian only access provided at the southern end connecting to the planned park. Design guidelines for the conditions of this alley and any above-grade elements are provided in Chapter 3 Urban Design Guidelines.

10th Street. (Figure 2.33). In addition to Washington Boulevard, 10th Street serves as a major east-west connection in Clarendon's southern area. With a 100'-0" building face-to-building face measurement, 10th Street allows for ample sidewalks, on-street parking lanes, and a 10' wide, landscaped median with shy lines separating 21' of travel lanes on either side. The sidewalk width would be enhanced on the south side of the blocks between Wilson

Boulevard and North Irving Streets. Curb extensions and on- street parking are recommended for both sides of 10th Street between Wilson and Washington Boulevards. Medians would be extended up to intersections to provide pedestrian crossing refuges. When necessary, medians would be reconfigured to maintain the alignment of 10th Street. West of Wilson Boulevard, the curb line and medians of 10th Street would be moved south to gain sidewalk space. On-street parking on both sides of the street is recommended. The Bicycle Element of the Master Transportation Plan calls for enhanced bicycle facilities along 10th Street from Fairfax Drive to the Arlington Boulevard Trail. Further study is needed to determine how this could best be accomplished.

The 10th Street /North Irving Street intersection should be modified through the installation of curb extensions, high-visibility crosswalks, a refuge median and enhanced signage to improve the ease and safety of pedestrians crossing there. Redevelopment of the blocks to the north of 10th Street at Irving Street should consider the need for the installation of a traffic signal and /or a dedicated left-turn lane for eastbound 10th Street traffic turning north onto Irving Street.

While redevelopment is not anticipated for much of the 10th Street frontage east of Washington Boulevard, some modifications to the road, sidewalk, and crosswalk conditions are needed to improve pedestrian crossings. It is anticipated that the design

solutions would be examined as part of a future County arterial improvement project and through nearby redevelopment.

Minor Arterial Streets

North Kirkwood Road. (Figure 2.34). Between Fairfax Drive and Washington Boulevard, removal of the medians along North Kirkwood Road is recommended. The sidewalk along both sides of the road should be widened to 14' including street trees.. Removal of the median and reduction in travel lanes from four to two with a center turn lane would provide for enhanced bicycle facilities in both directions.

13th Street. (Figure 2.35). As of this update, recommendations from the 2006 Sector Plan are being constructed as part of a County capital project, removing the median along 13th Street, shifting curblines inward to provide wider sidewalks, and realigning the street to provide a right-angle intersection with Washington Boulevard.

Fairfax Drive. Fairfax Drive provides a unique opportunity for the creation of a new public park and enhanced connection between Clarendon and Virginia Square. Fairfax Drive, east of 10th Street, should be reconfigured and designed as a curbless shared street with a special paving treatment that is coordinated with the park design to make it feel like

an extension of the park space. The shared street will need to accommodate one-way vehicular circulation, emergency vehicles, short term parking and loading for local businesses within an environment that is designed to be more pedestrian-oriented and flexible than it is today. The existing dimension of approximately 94'-0" would allow for the design of a linear public space and enhanced bicycle facility adjacent to the shared street with a higher quality streetscape environment. The intersection of Fairfax Drive at North Kirkwood Road and 10th Street would also be reconstructed with curb extensions and enhanced crosswalks to improve pedestrian conditions.

Enhanced Alley between Washington Boulevard and Fairfax Drive at 13th Street.

A new mid-block connection/ enhanced alley providing pedestrian access from Washington Boulevard to the new Fairfax Drive public open space should be provided with the redevelopment of the St. Charles Church site. The connection could be designed to provide vehicular garage and service/loading access from Washington Boulevard with pedestrian only access to the future planned Fairfax Drive public open space. The connection should be wide enough to accommodate two-way travel, turning movements for service vehicles as well as and a safe, visible defined clear path for pedestrians moving from end to end through the block. A protective barrier or bollards should be used to prevent vehicles from moving through the pedestrian-only space connecting to the future planned Fairfax Drive public open space.

North Irving Street. (Figure 2.36). Consistent with the 2006 Sector Plan, North Irving Street's connection to Washington Boulevard, south of the Clarendon-Wilson-Washington intersection, was removed during 2018-2020 project construction to create a safer and less complex intersection. In the future, North Irving Street would instead jog right north of the existing Verizon building and connect with North Hudson Street via a newly created segment of 10th Road. North Irving Street's access from Wilson Boulevard north of the circle would continue to be limited to northbound traffic only; two-directional travel is permitted on Irving Street from 12th Street to 13th Street. Changing North Irving Street's access to Washington and Wilson Boulevards relieves the pressure on the Washington-Wilson-Clarendon intersection, while still providing route alternatives in the Clarendon area.

On both sides of the Clarendon-Wilson-Washington intersection, 14' wide sidewalks, on-street parking lanes, where possible, and two 10' travel lanes for a typical building face-to-building face dimension of 64'-0" should be provided. The wider travel lanes allow cars and delivery trucks to pass safely and provide sufficient room for emergency vehicle navigation.

North Hudson Street. (Figure 2.36) Minor changes to North Hudson Street are recommended. North Hudson Street's building face-to-building face dimension varies depending on the presence of on-street parking; however, 14' wide sidewalks and 10' travel lanes are provided along the length of

Hudson Street. On-street parking exists on North Hudson Street south of Washington Boulevard on the east side of the street and along both sides of the street north of Wilson Boulevard. Curb extensions are planned for Hudson Street where parking lanes exist. Narrowing Hudson Street south of Washington Boulevard would provide for a wider sidewalk on the east side adjacent to the historic Clarendon Post Office and on-street parking on the west side.

North Herndon and North Hartford Streets. (Figure 2.36). North Herndon and North Hartford Streets' building face-to-building face dimension allows for 14' wide sidewalks and 10' travel lanes, similar to both North Irving and Hudson Streets. Herndon Street would only be altered slightly because of the addition of on-street parking on the west side of the street from the alley to 13th Street. Curb extensions are added to the First Baptist Church of Clarendon block to accommodate on-street parking on the east side of Hartford Street.

North Highland Street. The character of North Highland Street changes from the residential areas north of Wilson Boulevard through the Clarendon core and back to a residential area south of 10th Street. Because of these varying demands on North Highland Street, the building face to building face dimension varies along the street's length. The Bicycle Element of the Master Transportation Plan calls for bike lanes along North Highland Street between 10th Street North and 13th Street North.

North of Wilson Boulevard, curb extensions have been added to the west side of the church block to reduce pedestrian crossing distances. The intersection of North Highland Street and Wilson Boulevard has been improved to better align Highland Street as it crosses Wilson and Clarendon Boulevards and eliminate the free-right turn lane to enhance pedestrian safety. Part of the formerly paved roadway area has been used to create additional sidewalk area for the block bordered by North Highland Street, Wilson Boulevard, North Garfield Street, and North Franklin Street. This reduces the pedestrian crossing distances across North Highland Street and Wilson Boulevard and provides for additional on-street vehicular and micro-mobility parking and a better streetscape.

North Highland Street's curb line shifts west between Wilson and Clarendon Boulevards to provide a wider sidewalk on the block bordered by Wilson Boulevard, Highland Street, Clarendon Boulevard, and Garfield Street. Because of this shift, the sidewalk fronting the Underwood Building increases to 13' wide. In addition, the changed curb line location allows for the alignment of Highland Street across Wilson and Clarendon Boulevards as it moves toward Washington Boulevard.

Between Clarendon and Washington Boulevards, North Highland Street maintains a 79'-0" building face-to-building face dimension which provides for 18' wide sidewalks, on-street parking on the east side of the street, and a total of 41' for vehicular and bicycle lanes. On the east side of Highland, the sidewalks would be 18' wide, except where adjacent to historic

structures, where the width may be less. A conversion from four travel lanes, two per direction, to two travel lanes plus an additional northbound travel lane at the approach to Clarendon Boulevard and a southbound lane at the approach to Washington Boulevard has been completed to provide space for a wider east-side sidewalk, improved bus stops, and curb extensions.

Finally, curb extensions have been added to North Highland Street south of Washington Boulevard to minimize the pedestrian crossing distances. Approximately 6' of the east side of North Highland Street has been reclaimed to allow for on-street parking. North Highland Street south of 10th Street would maintain its current configuration.

North Garfield Street. (Figure 2.35). North Garfield Street, like North Highland Street, bisects Clarendon's core. This street has been narrowed between Wilson and Clarendon Boulevards and between 11th Street and Washington Boulevard to allow for wider sidewalks and on-street parking. Curb extensions have been added at Clarendon Boulevard, Washington Boulevard, and 10th Street to align the street and shorten pedestrian crossings at these intersections. The typical building face-to-building face dimension on North Garfield Street of 64'-0" allows sufficient space for 14' wide sidewalks, on-street parking lanes when possible, and two 10' travel lanes.

North Fillmore Street. Similar to North Garfield Street, only slight changes to the current condition of North Fillmore Street were recommended in the 2006 Sector Plan. Curb extensions have been added at Wilson and Clarendon Boulevards, in addition to the new 11th Road and 11th Street, to supply on-street parking and reduce pedestrian crossing distances. The typical building face-to-building face dimension on North Fillmore Street exists as 66'-0", with room for 14' wide sidewalks, on-street parking lanes, and two 10' travel lanes. On-street parking would be provided in both directions along the length of Fillmore Street, with the exception of the east side of the street between 11th and 10th.

9th Road North. A new segment of 9th Road North is recommended between North Highland and North Garfield Streets. By adding this new street segment, a better building form and improved circulation can be achieved.

Local Streets

Several new local streets are recommended to improve accessibility, support local travel, and ease the burden on the arterial network. The typical building face-to-building face dimension of local streets in Clarendon is 53'-6" to accommodate 12' sidewalks, on-street parking on at least one side of the street, and 21'-6" of travel lanes. Other new local streets, built or planned, include:

- a new street (11th Road) from North Fillmore Street to North Garfield Street;
- an extension of 12th Street from North Hudson Street to Washington Boulevard.

- a new east-west street (10th Road) is proposed between North Hudson Street and Wilson Boulevard north of 10th Street to provide mid-block access to service frontages and parking entries;
- as redevelopment occurs on the north side of Wilson Boulevard, multimodal access should be considered between the T & J Auto Body (former Kirby Garage) and Northside Social (former Clarendon Citizens Hall) buildings to provide a connection from Wilson Boulevard to Fairfax Drive, with a new signalized midblock crossing across Wilson Boulevard. Future determination for public access and a midblock crossing should be deferred until a specific proposal for adaptive reuse of the buildings is considered.

The locations of the new streets shown in the figures are approximate. Exact locations will be fixed as part of detailed engineering studies and discussions with property owners.

STREET SECTION KEY

Map 2.11

Principal Arterial Streets

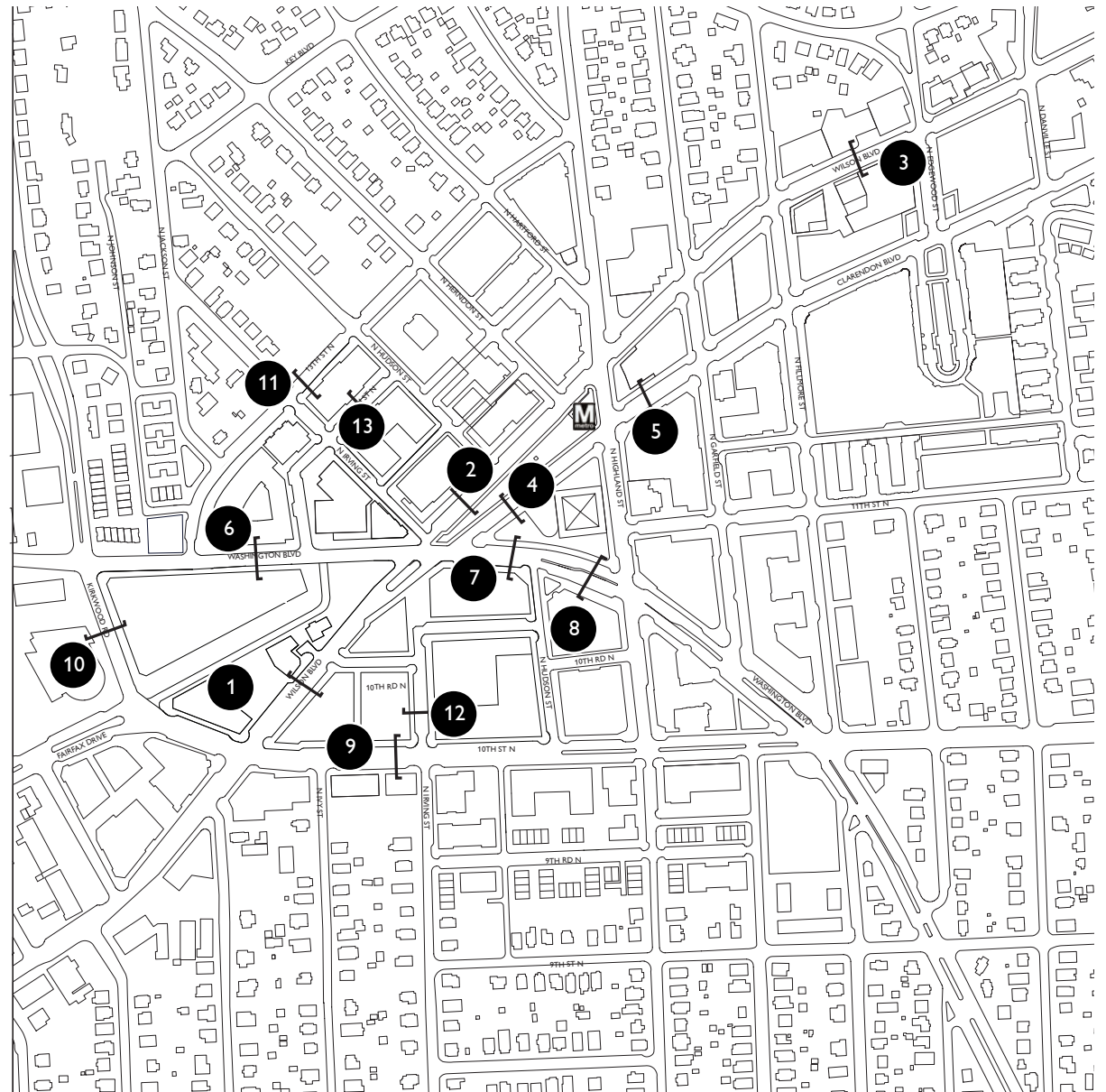
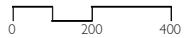
- 1 Wilson Blvd. West of Washington Blvd.
- 2 Wilson Blvd. at Central Park
- 3 Wilson Blvd. Between Danville & Highland
- 4 Clarendon Blvd. at Central Park
- 5 Clarendon Blvd. Between Highland & Garfield
- 6 Washington Blvd. Between 13th & Wilson
- 7 Washington Blvd. Between Irving & Hudson
- 8 Washington Blvd. East of Hudson
- 9 10th Street at Irving

Minor Arterial Streets

- 10 Kirkwood Rd Between Fairfax & Washington
- 11 13th Street Between Irving & Hudson
- 12 Irving St South of Washington Blvd.

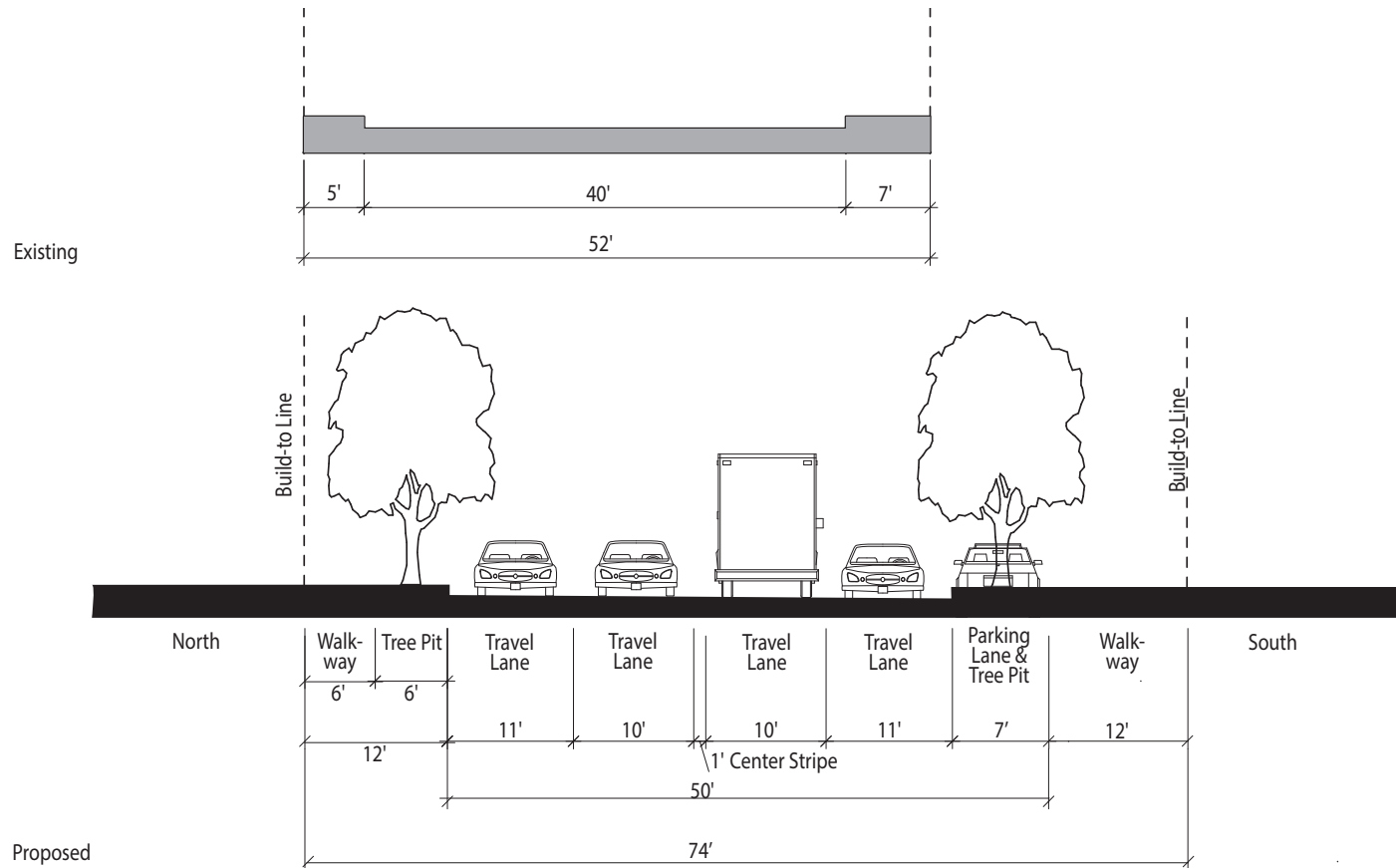
Local Streets

- 13 12th St Between Hudson & Irving



1 PRINCIPAL ARTERIAL STREET SECTION: WILSON BOULEVARD WEST OF WASHINGTON BOULEVARD LOOKING EAST

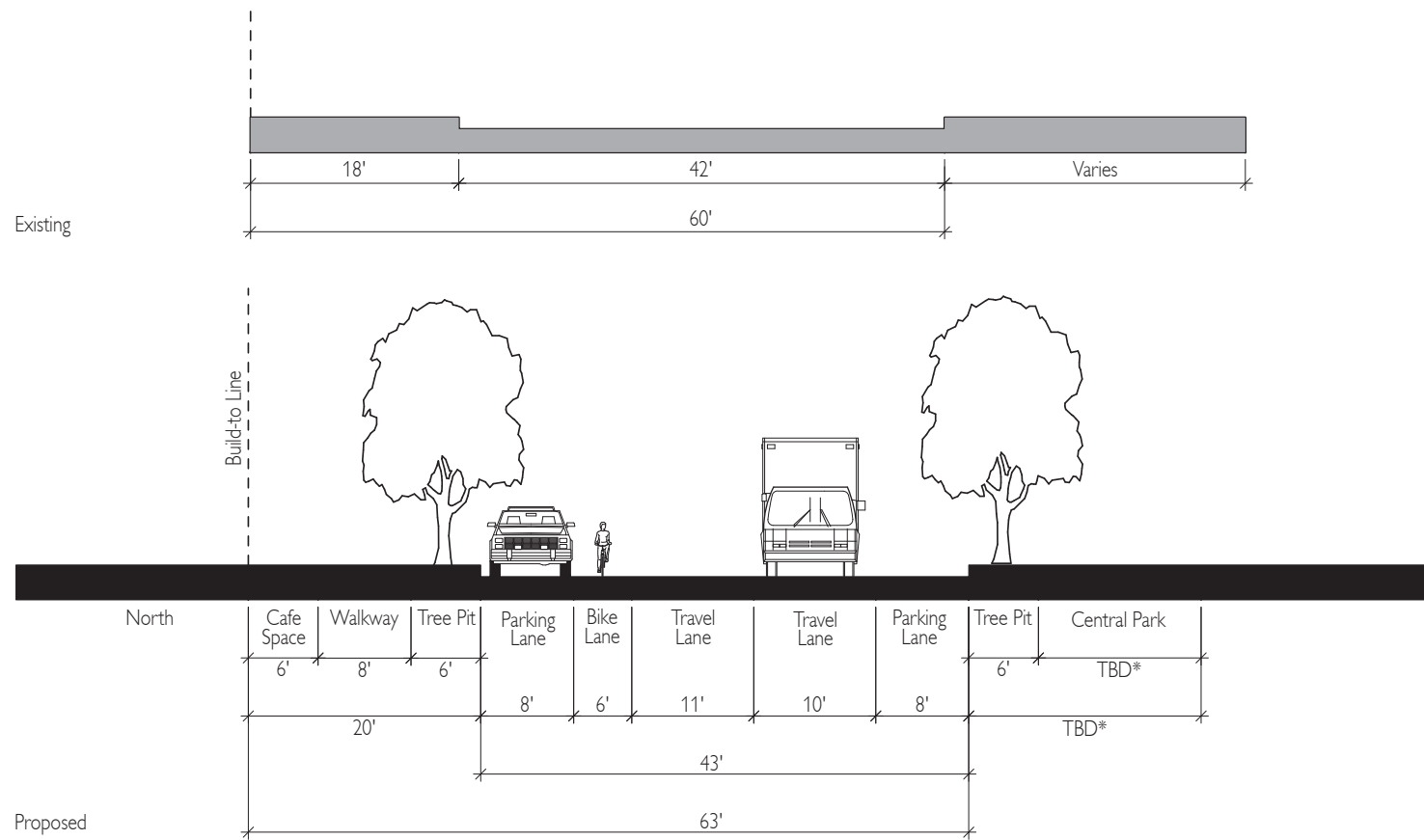
Figure 2.25



Notes: Sidewalk width could vary to accommodate older buildings designated for preservation.
 Parking lane includes 1.5' curb and gutter.

2 PRINCIPAL ARTERIAL STREET SECTION: WILSON BOULEVARD AT CENTRAL PARK LOOKING EAST

Figure 2.26

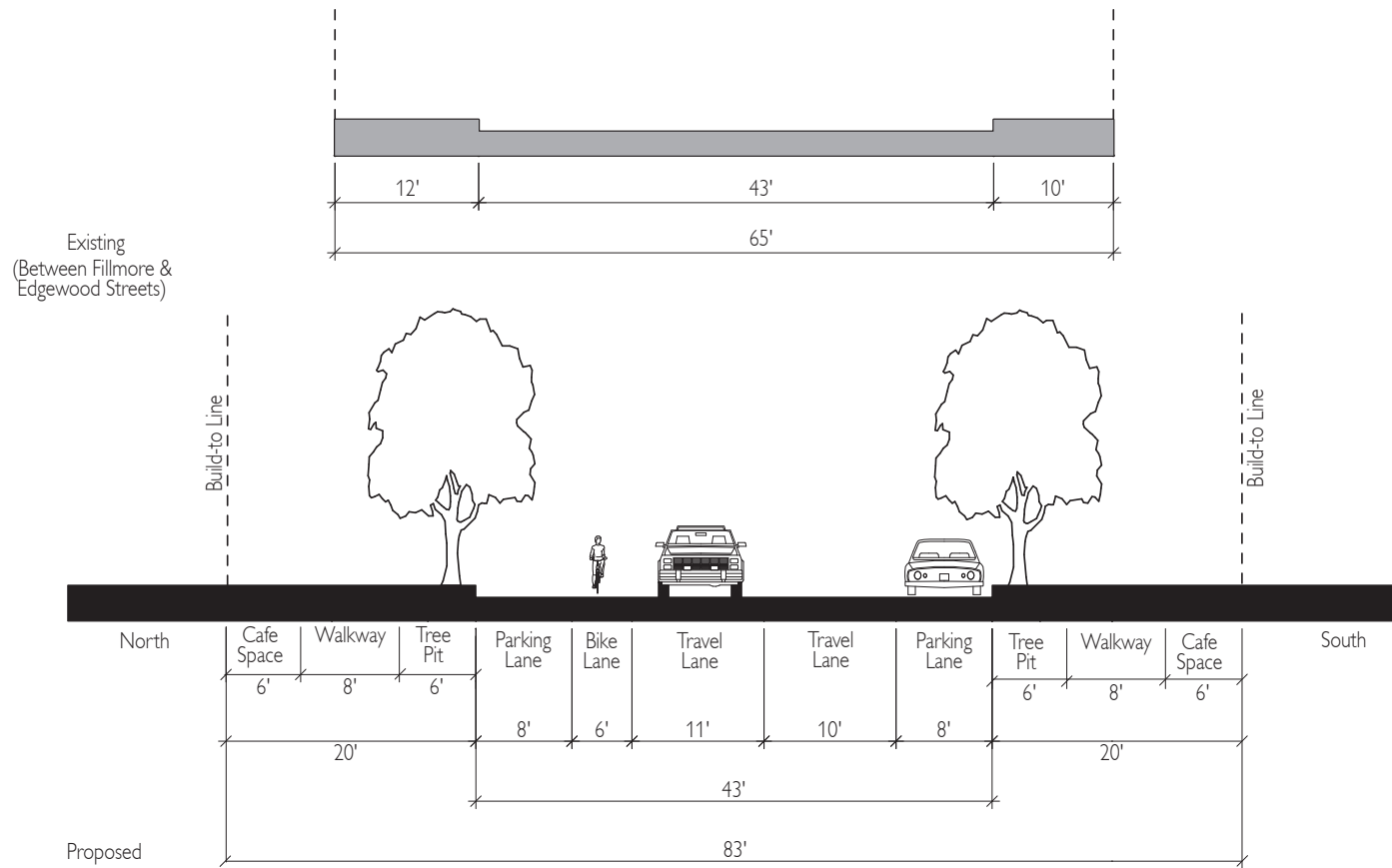


Note: Parking lane includes 1.5' curb and gutter.

*Dimensions will be determined during a planning and design process for Central Park.

3 PRINCIPAL ARTERIAL STREET SECTION: WILSON BOULEVARD BETWEEN NORTH DANVILLE & NORTH HIGHLAND STREETS LOOKING EAST

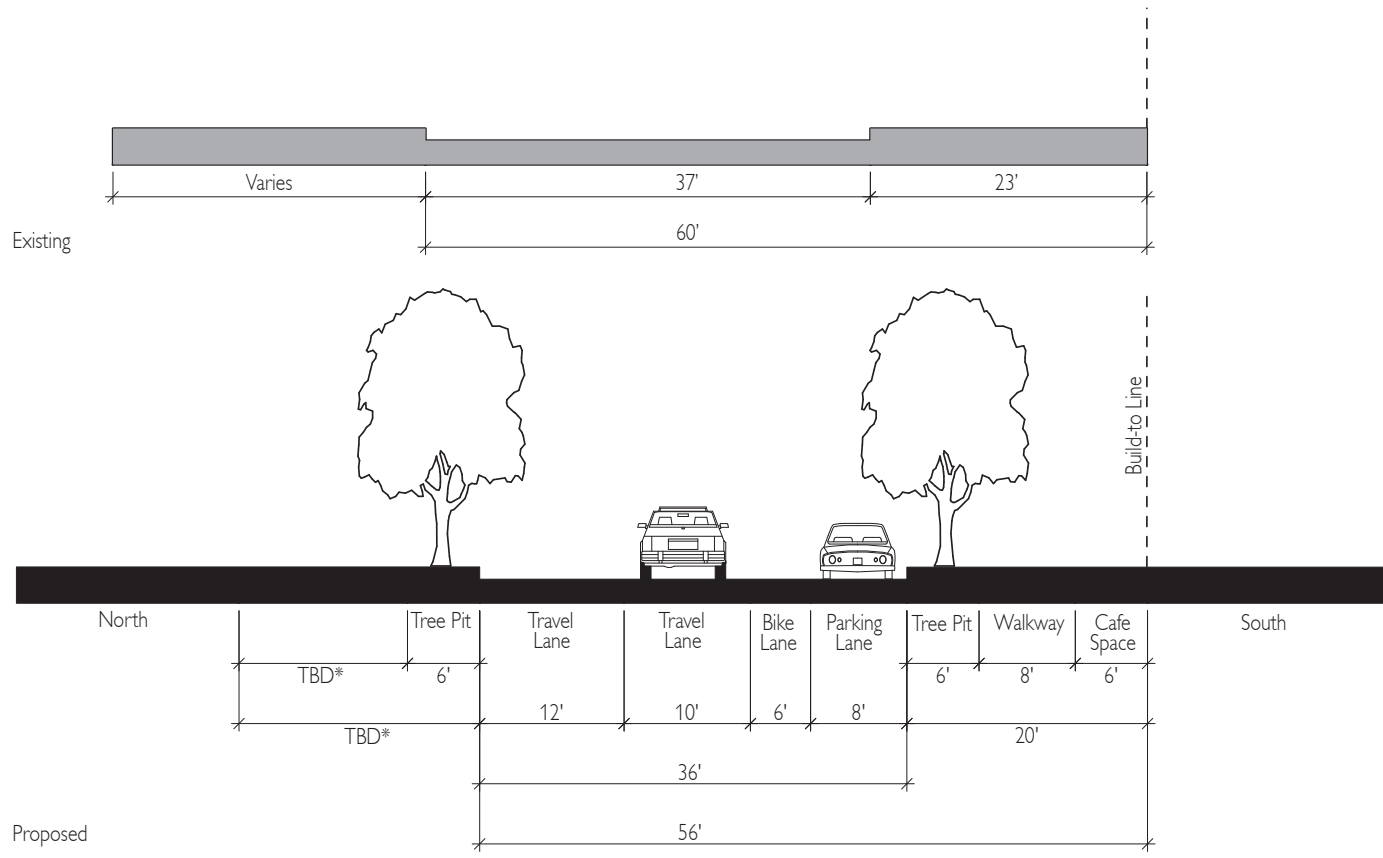
Figure 2.27



Notes: Sidewalk width will vary to accommodate older buildings designated for preservation.
 Parking lane includes 1.5' curb and gutter.

4 PRINCIPAL ARTERIAL STREET SECTION: CLARENDON BOULEVARD AT CENTRAL PARK LOOKING EAST

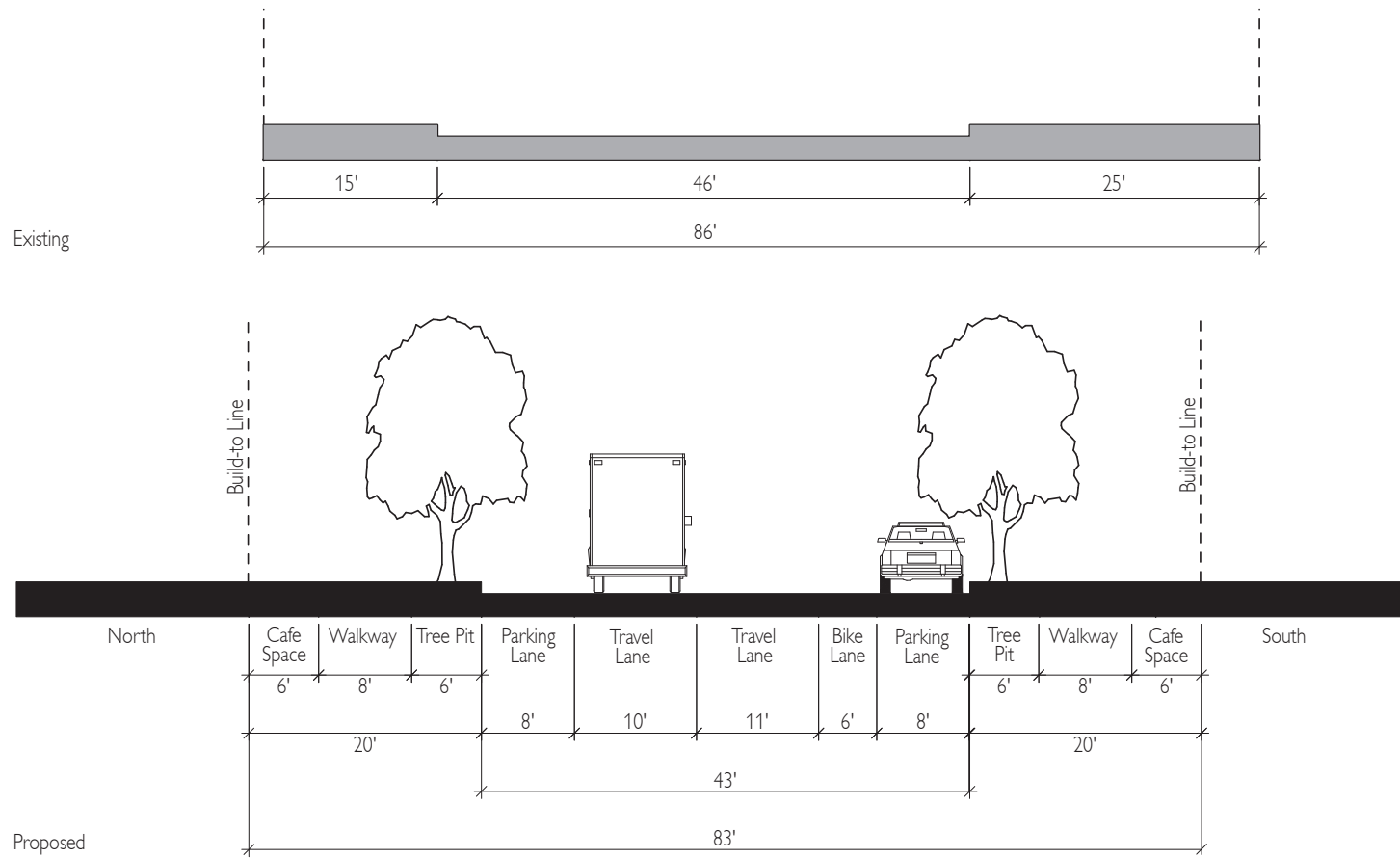
Figure 2.28



Note: Parking and curbside travel lane includes 1.5' curb and gutter.
 *Dimensions will be determined during a planning and design process for Central Park.

5 PRINCIPAL ARTERIAL STREET SECTION: CLARENDON BLVD. BETWEEN NORTH HIGHLAND & NORTH GARFIELD STREETS
LOOKING EAST

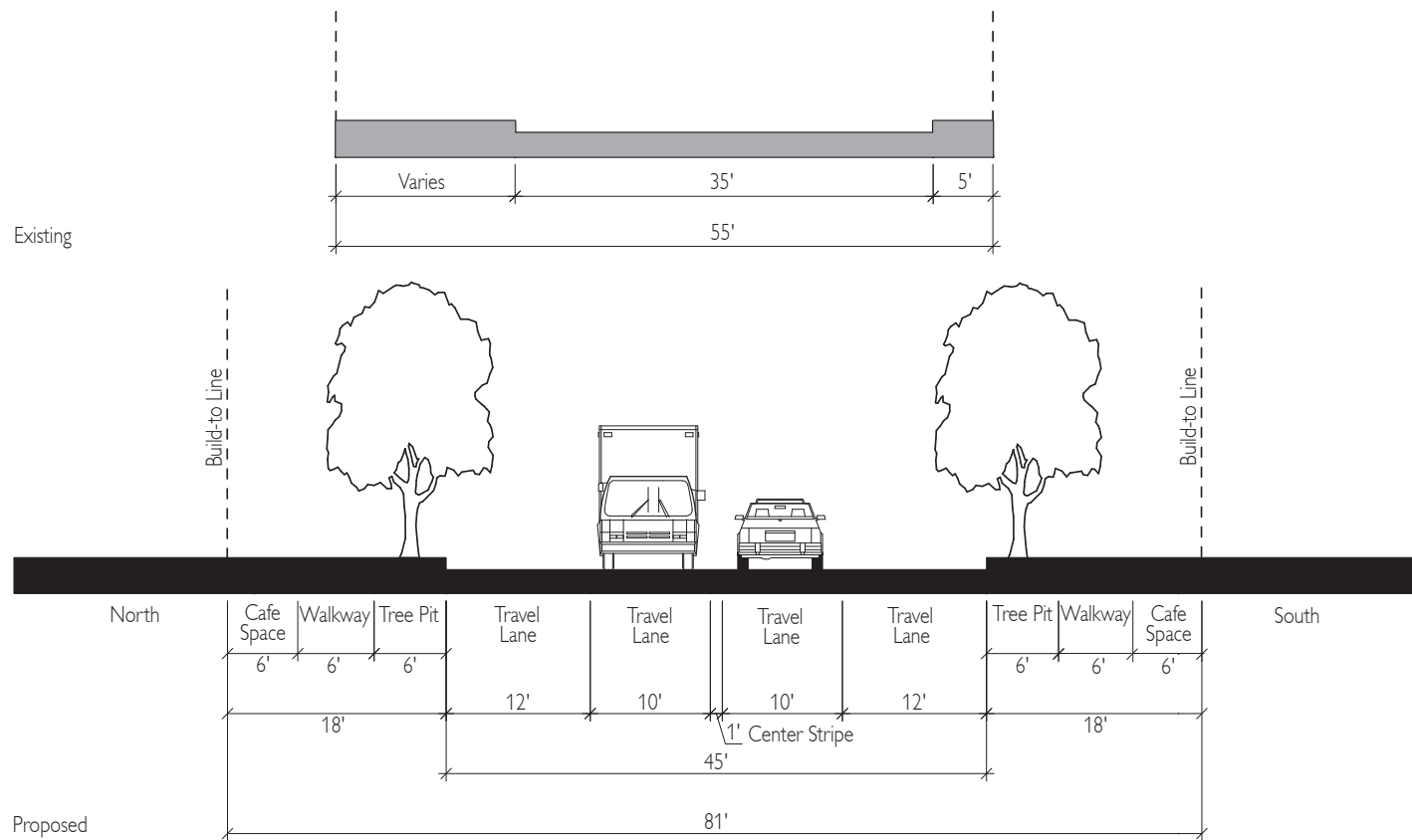
Figure 2.29



Note: Parking lane includes 1.5' curb and gutter.

6 PRINCIPAL ARTERIAL STREET SECTION: WASHINGTON BOULEVARD BETWEEN 13TH STREET & WILSON BOULEVARD
LOOKING EAST

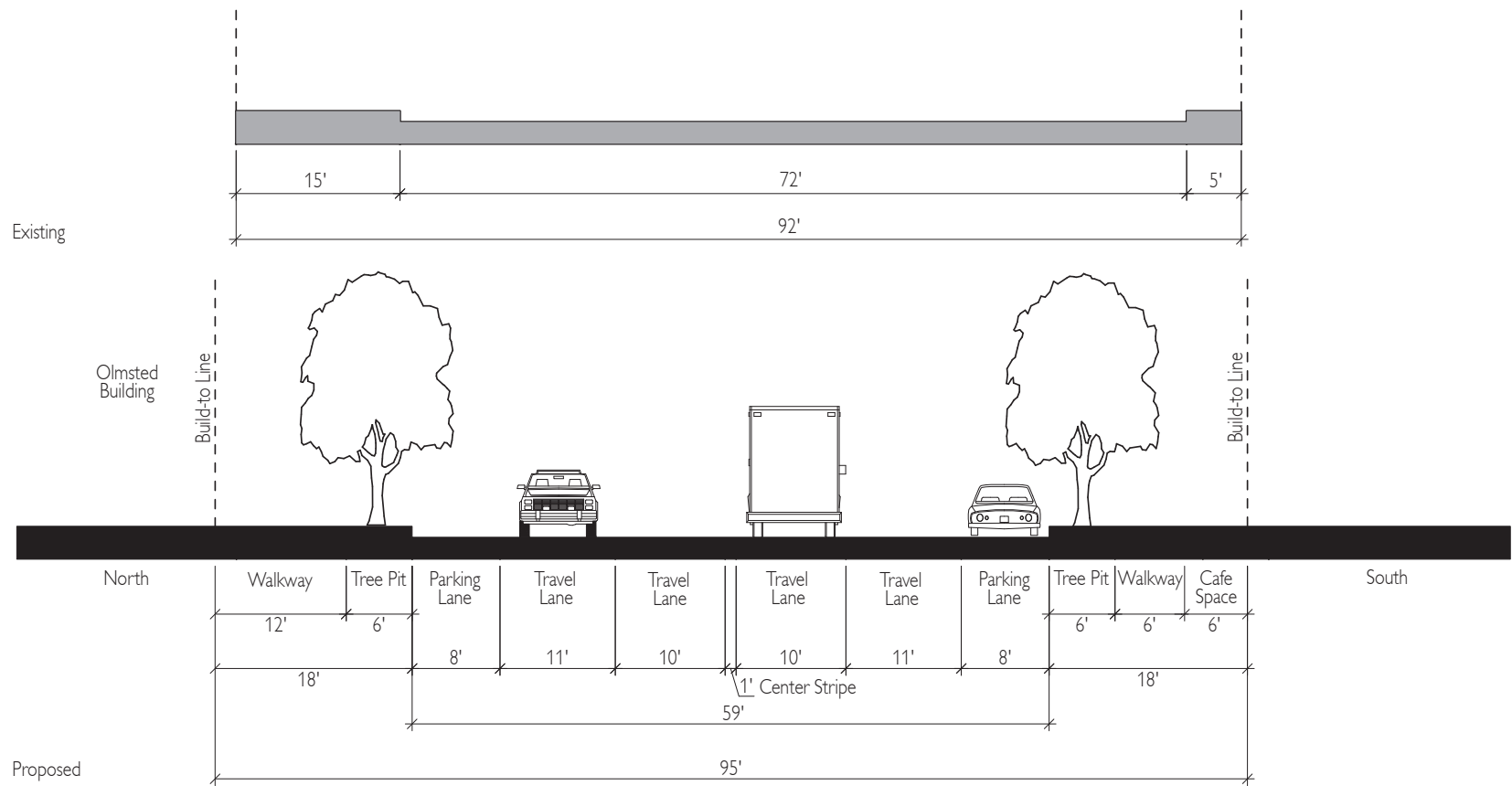
Figure 2.30



Notes: Curbside travel lanes serve as parking lanes in off-peak hours.
Curbside travel lanes includes 1.5' curb and gutter.

7 PRINCIPAL ARTERIAL STREET SECTION: WASHINGTON BOULEVARD BETWEEN NORTH IRVING & NORTH HUDSON STREETS
LOOKING EAST

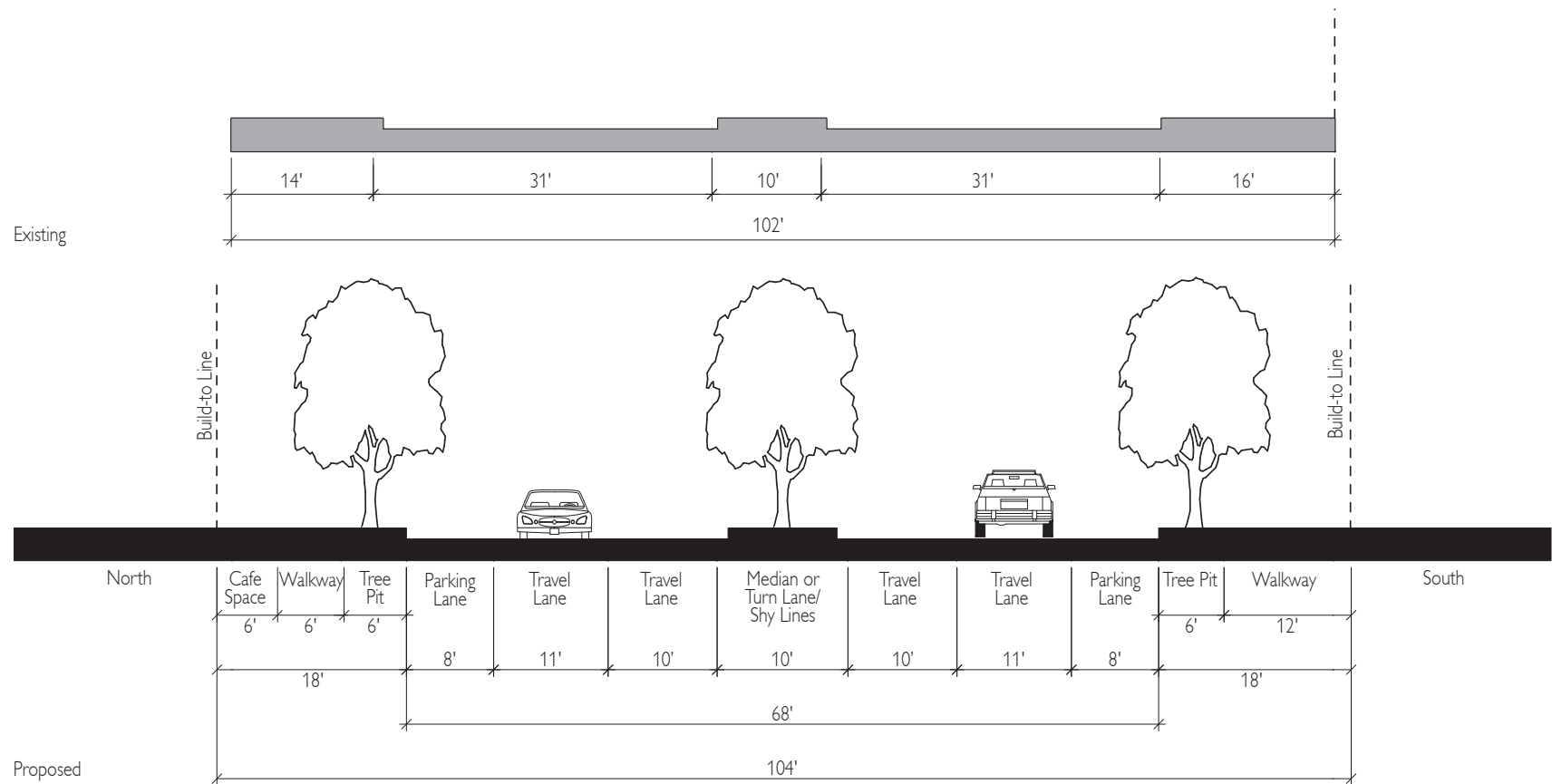
Figure 2.31



Note: Parking lane includes 1.5' curb and gutter.

8 PRINCIPAL ARTERIAL STREET SECTION: WASHINGTON BOULEVARD EAST OF NORTH HUDSON STREET

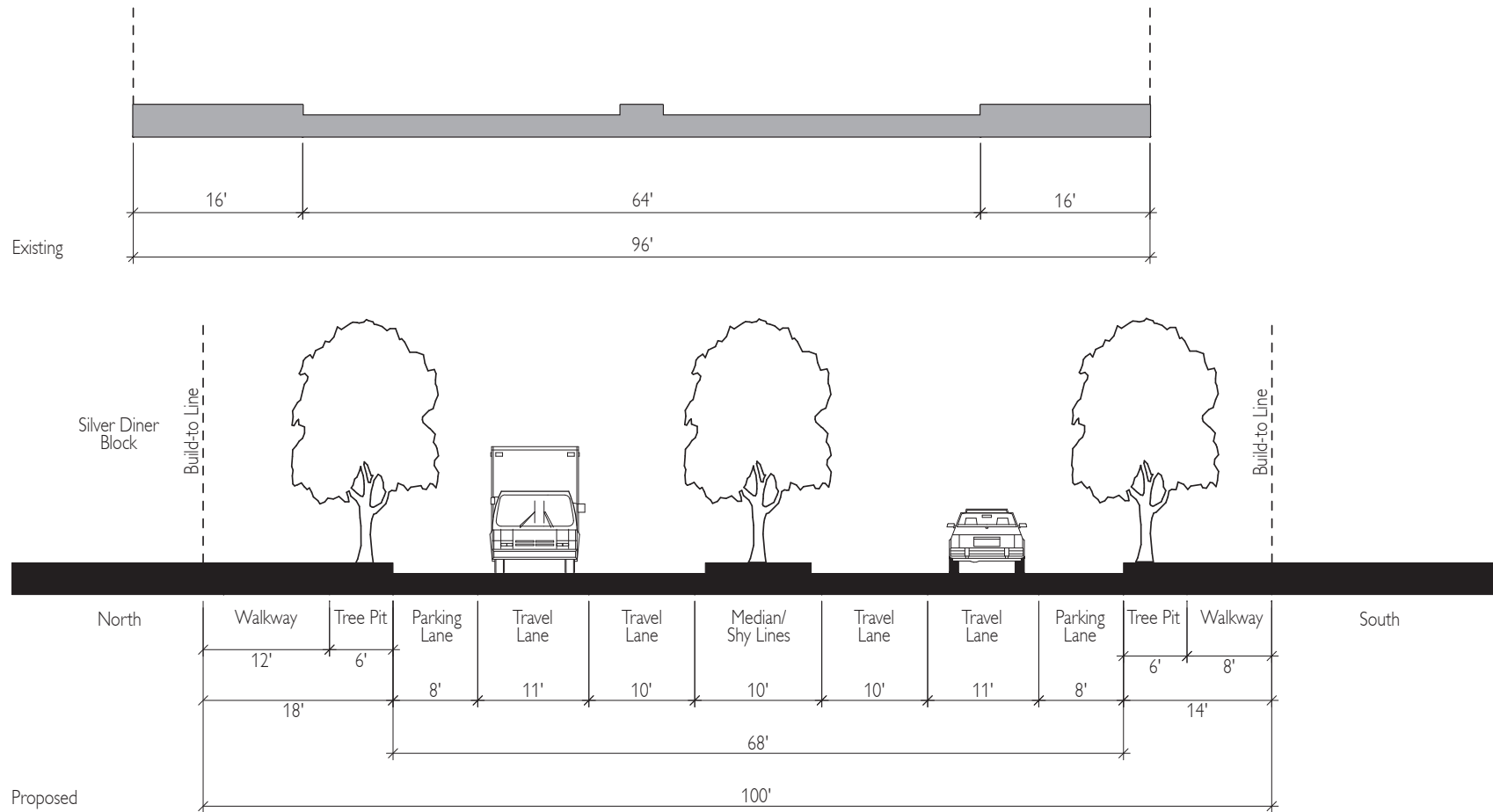
Figure 2.32



Note: Parking lane includes 1.5' curb and gutter.

9 PRINCIPAL ARTERIAL STREET SECTION: 10TH STREET AT NORTH IRVING STREET LOOKING EAST

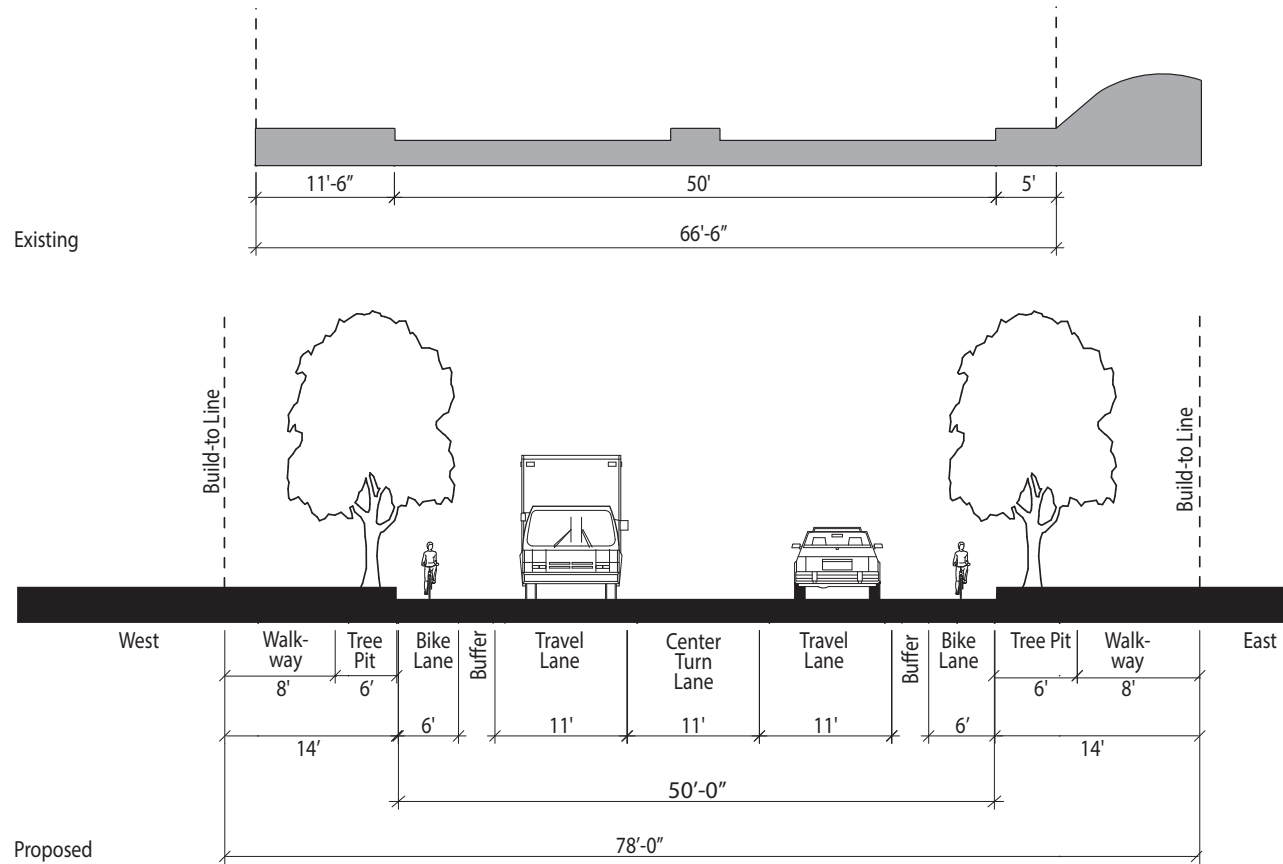
Figure 2.33



Note: Parking lane includes 2' curb and gutter per VDOT Road Requirements.

10 MINOR ARTERIAL STREET SECTION: NORTH KIRKWOOD ROAD BETWEEN FAIRFAX DRIVE & WASHINGTON BLVD. LOOKING NORTH

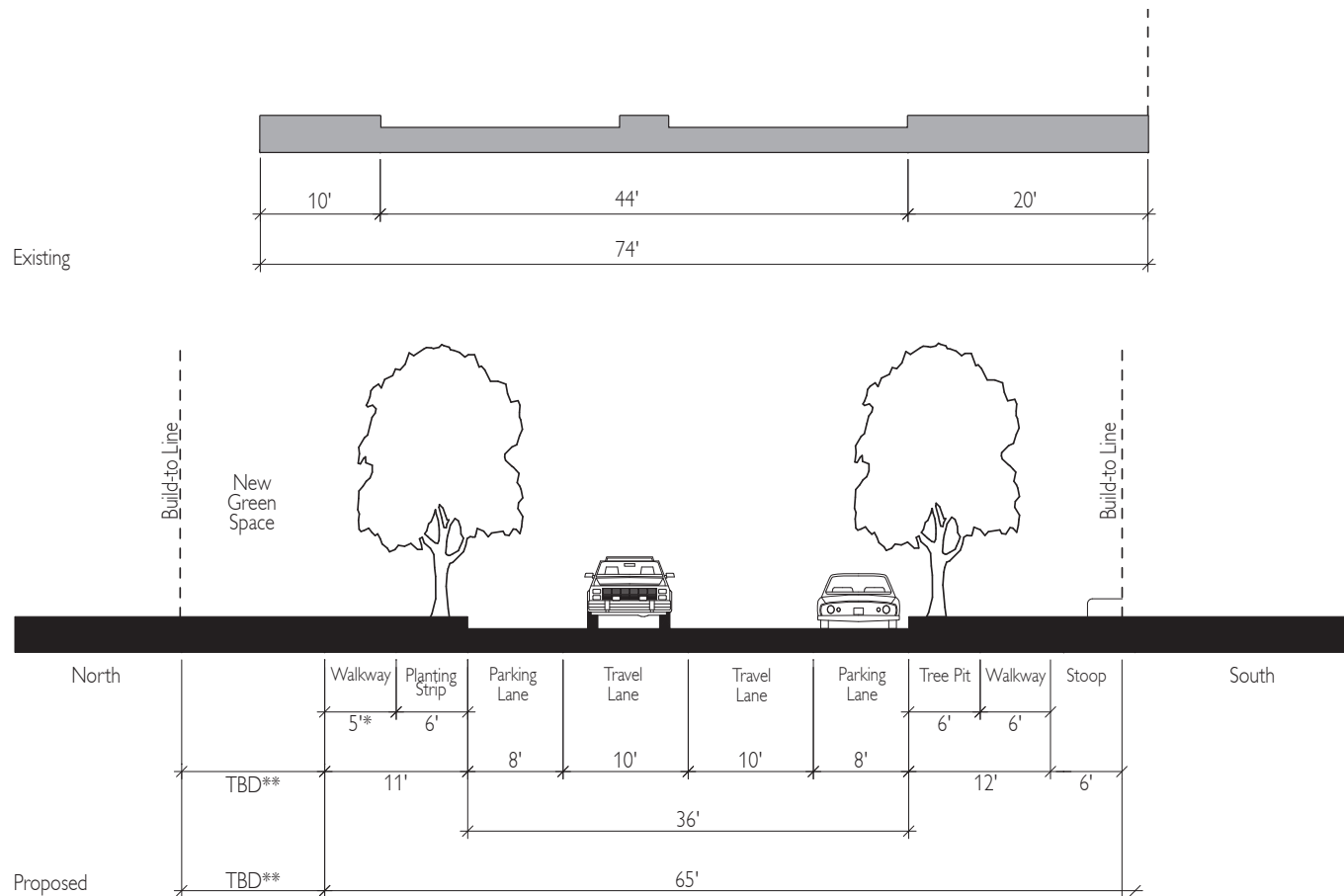
Figure 2.34



Note: Parking and curbside bicycle lane includes 1.5' curb and gutter.

11 MINOR ARTERIAL STREET SECTION: 13TH STREET BETWEEN NORTH IRVING & NORTH HUDSON STREETS LOOKING EAST

Figure 2.35

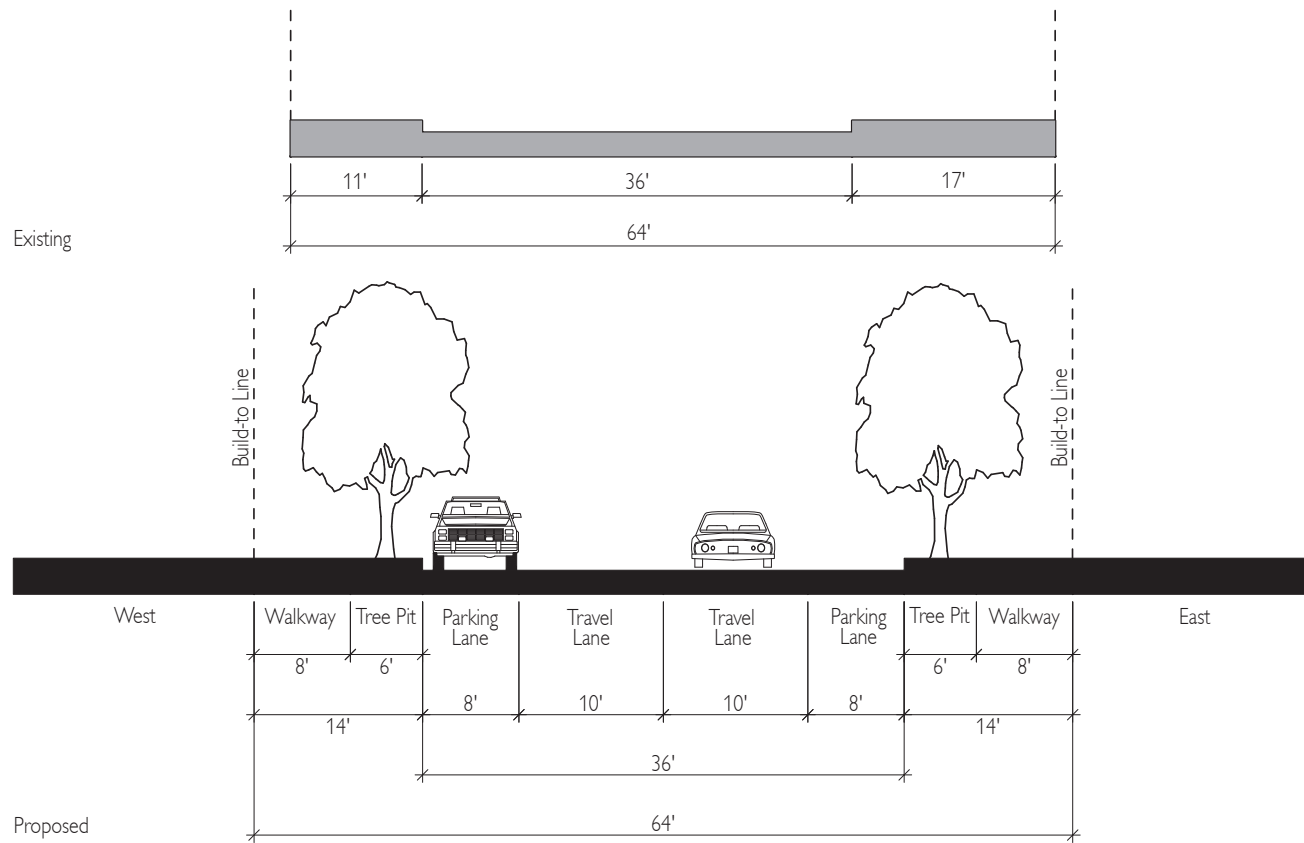


Notes: Stoops should be located on private property.
 Parking lane includes 1.5' curb and gutter.

* West of Irving Street this walkway dimension should be 6'.
 **Dimensions will be determined during a planning and design process for 13th Street.

12 MINOR ARTERIAL STREET SECTION: IRVING STREET SOUTH OF WASHINGTON BLVD. LOOKING NORTH

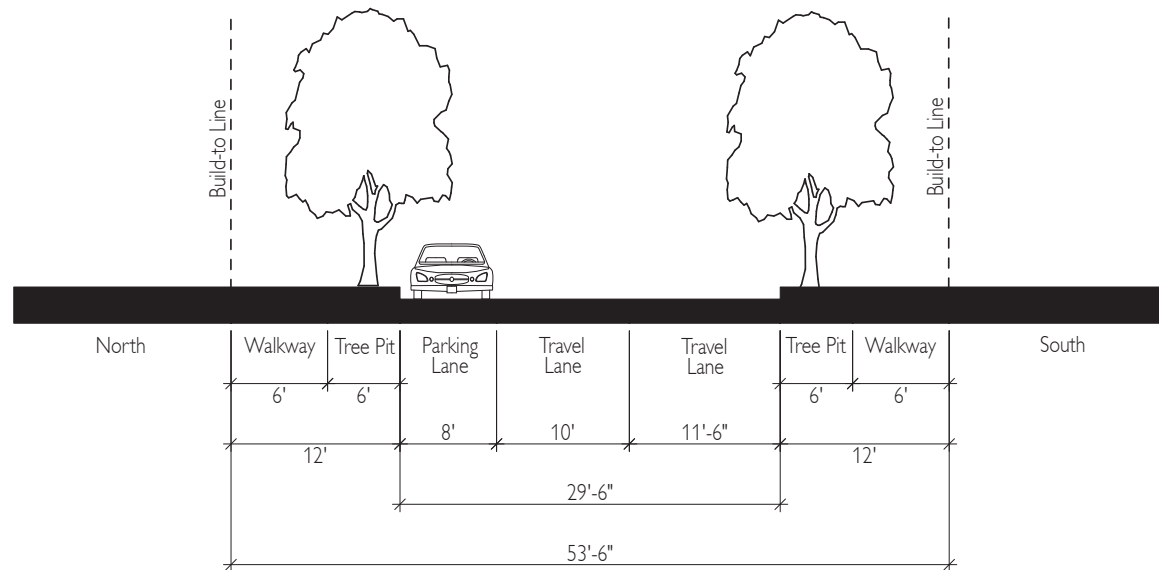
Figure 2.36



Notes: This section also applies to North Hudson, North Garfield, North Herndon, North Hartford and North Irving (north of Wilson Boulevard) Streets.
 Parking lane includes 1.5' curb gutter.

13 TYPICAL LOCAL STREET SECTION: 12TH STREET BETWEEN HUDSON & IRVING STREETS LOOKING EAST

Figure 2.37

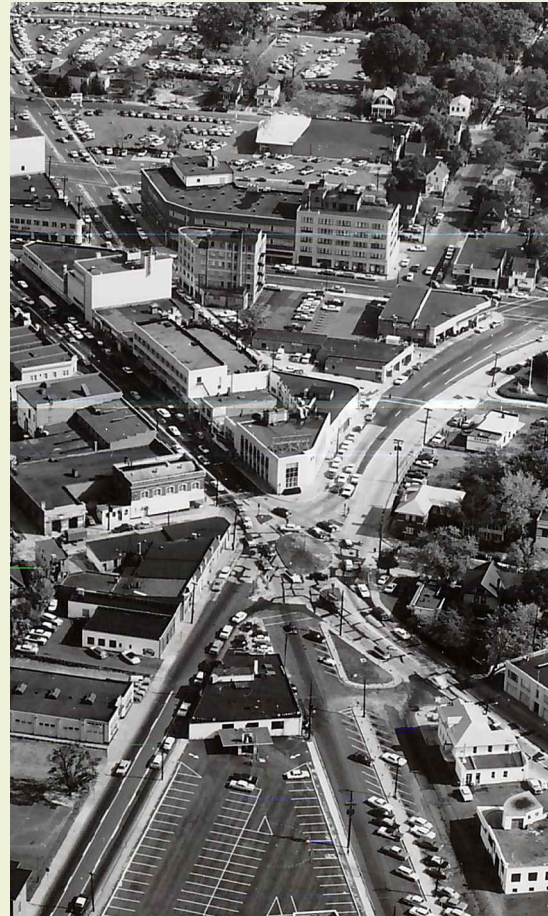


Notes: 12th Street is a newly created street; therefore, no existing street section appears.
 This section also applies to other new tertiary streets (N. Ivy St., 10th Road N.).
 Parking and curbside travel lane includes 1.5' curb and gutter.

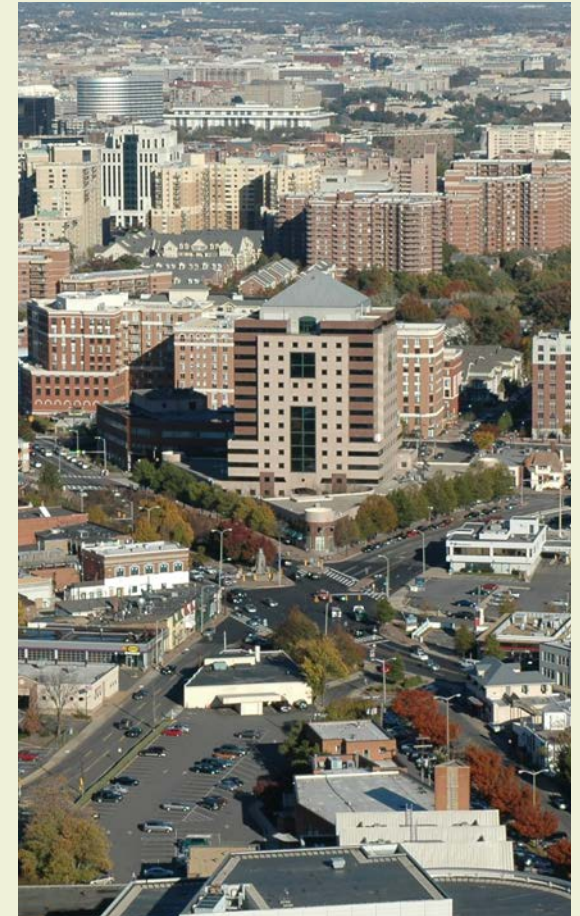
Intersection Improvements

The goal of intersection improvements within Clarendon is to, whenever possible, better align streets, make intersections less complicated and safer, and reduce pedestrian crossing distances. These goals could be attained by narrowing travel lanes to provide wider sidewalks, shortening crossing distances by adding curb extensions at intersections, and straightening curb lines without causing any significant reductions in motor vehicle access or capacity. Completed or planned improvements to the following six key intersections are described below:

- Washington-Wilson-Clarendon Boulevards (commonly known as the “Clarendon Circle”) (Completed);
- Washington Boulevard and 13th Street (Under construction);
- Wilson Boulevard and North Highland Street at the entrance to Metro (Completed);
- Washington Boulevard and 10th Street (Completed);
- Wilson Boulevard and 10th Street; and
- Kirkwood Road and Fairfax Drive.



Clarendon Circle - Circa 1962



Clarendon Circle - Circa 2006

Washington-Wilson-Clarendon Boulevards (Clarendon Circle). The intersection of Clarendon-Wilson-Washington Boulevards serves as a hub for the street network of Clarendon and influences the urban form of the surrounding area. This intersection has had many configurations, including a traffic circle (see photo on previous page). Improvements to this central core intersection would realign the east-west connections of Clarendon and Wilson Boulevards as they intersect Washington Boulevard. The resulting urban space would provide a sense of experience as one enters or exits central Clarendon.

As part of the 2006 sector planning process, a model of the area streets was developed to assist in the evaluation of alternative alignments and treatments for this key intersection. Among the alternatives tested were: an underpass crossing, a signalized traffic circle, an un-signalized roundabout, and several variations of the existing intersection's layout that modified alignments and closed some streets. Each alternative was evaluated based upon several criteria including: pedestrian accommodation, traffic capacity, urban design, impacts upon adjacent properties, construction cost, and community acceptance. Based upon those criteria, the underpass crossing, the signalized circle and the un-signalized roundabout were found to be less desirable than a reconfiguration of the existing intersection. In February 2006, the County Board affirmed that the underpass was not desirable and amended the Master Transportation Plan. In the preferred option implemented between 2018 and 2020, a portion of North Irving Street south of

the circle was closed to reduce the number of streets at this major intersection. In the future, the remaining portion of North Irving Street would be realigned to connect with Hudson Street via a new segment of 10th Road. Reclaiming pavement on Wilson, Clarendon and Washington Boulevards reduced the size of the intersection, created a better alignment of streets through the intersection, and shortened pedestrian crossings. Wider center medians were added to all crossings for improved pedestrian safety and to realign the intersection approaches to be clearer to all street users. Other improvements include wider crosswalk areas, bike lanes, and curb extensions.

The Washington-Wilson-Clarendon intersection improvements were completed prior to the 2022 update to the Sector Plan and aid in enhancing the street network of Clarendon. The primary benefit of the improvements increases pedestrian safety and reduces the perceived divide of Clarendon east and west of the "Clarendon Circle" intersection. The redesign substantially narrows pavement dimensions for pedestrian crossings, thereby making a safer pedestrian environment in Clarendon. The addition of public space at the intersection and the realignment of northbound lanes to meet Clarendon Boulevard create and define the urban space that centers on Clarendon's Central Park.

Washington Boulevard & 13th Street. A project at the Washington Boulevard and 13th Street North intersection is currently under construction to realign

both Washington Boulevard and 13th Street and create a more standard T intersection with a traffic signal. The intersection will be simplified by eliminating the diverter island and the reversible lane, reducing 13th Street from four travel lanes to two with on-street parking, and changing Washington Boulevard from three lanes to four to match the rest of the corridor. Reclaiming and reallocating street space allows for the creation of a small urban park west of 13th Street and a more attractive development block east of the intersection.

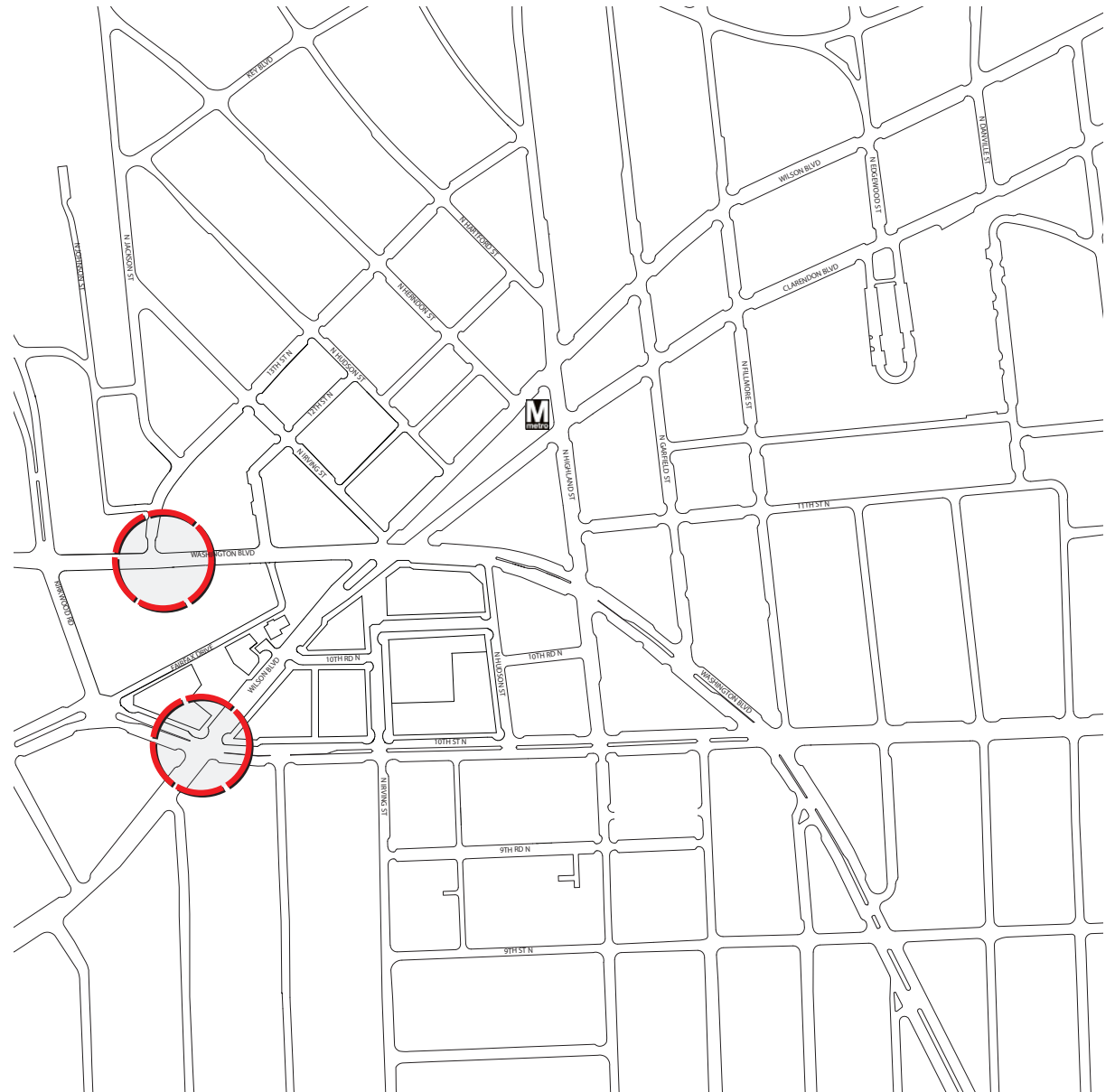
Wilson Boulevard & North Highland Street.

As outlined in the 2006 Sector Plan, the intersection of North Highland Street and Wilson Boulevard has been improved to align North Highland Street as it crosses Wilson and Clarendon Boulevards. In addition to the removal of the island and free-right hand turn from Wilson Boulevard to Highland Street constructed in 2006, the intersection has been realigned through the removal of the southbound right turn lane (onto Wilson Boulevard), the addition of curb extensions, and a minor westward shift of North Highland Street in the block between Wilson and Clarendon Boulevards. Part of the existing roadway is used to create additional sidewalk and plaza area for the block bordered by North Highland Street, Wilson Boulevard and North Garfield Street. This also reduces the pedestrian crossing distance across North Highland Street and Wilson Boulevard. The additional curb space created allows for more on-street vehicular and micromobility parking in Clarendon's core.

INTERSECTIONS

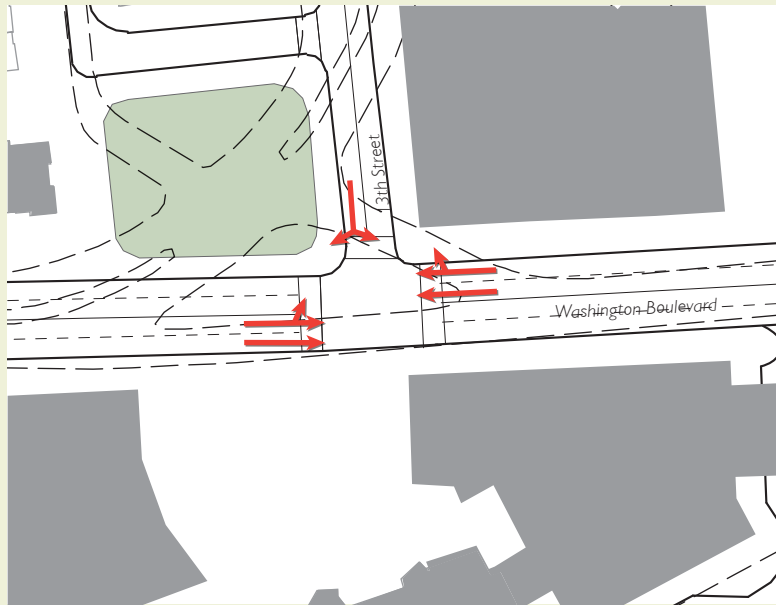
Map 2.12

 Key Intersection Improvements



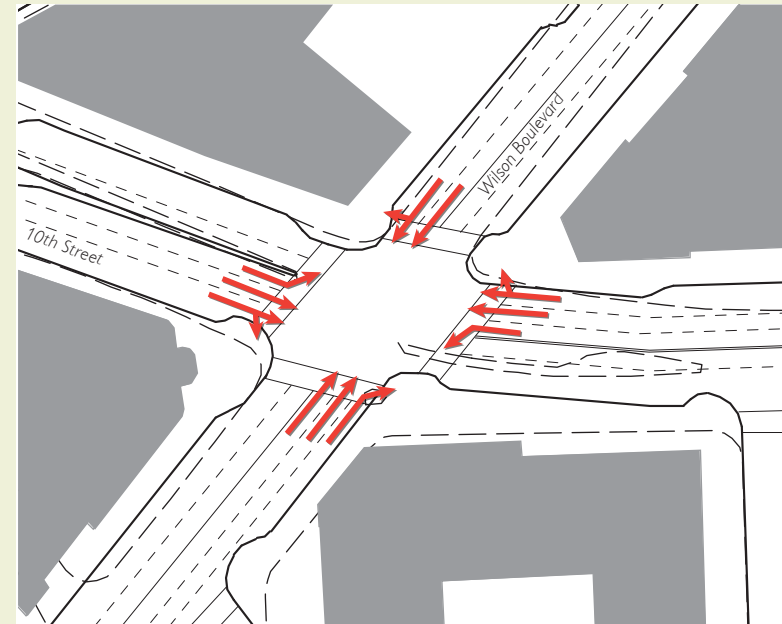
INTERSECTION IMPROVEMENTS: WASHINGTON BLVD AND 13TH STREET, WILSON BLVD., AND 10TH STREET

Figure 2.38



Washington Boulevard & 13th Street

Reclaiming and reallocating the roadway allows the creation of a small pocket park west of 13th Street and a more attractive development block east of the intersection.



Wilson Boulevard & 10th Street

The intersection of Wilson Boulevard and 10th Street is improved to minimize the pedestrian crossing distances by removing the free right turn lane from Wilson Boulevard onto eastbound 10th Street.

- - - Existing Curblines
- Proposed Curblines



Washington Boulevard & 10th Street. The intersection of Washington Boulevard and 10th Street has received some safety and streetscape improvements since the 2006 Sector Plan, including curb extensions, median extensions, and signal phasing improvements. In the future the intersection would be further improved by reducing excess pavement widths and minimizing pedestrian crossing distances. Similar to other locations, part of the existing roadway would be used to create additional sidewalk area.

Wilson Boulevard & 10th Street. Pedestrian crossing distances at the intersection of Wilson Boulevard and 10th Street would be reduced by converting the free right turn lane from eastbound Wilson Boulevard to eastbound 10th Street into a conventional dedicated right-turn lane. Both eastbound and westbound left-turn lanes from 10th Street onto Wilson Boulevard would be maintained by shifting the eastbound median to the south and by removing the westbound median.

Bicycle and Micro-Mobility Travel

New and upgraded bicycle facilities in Clarendon are recommended, including connections that fill gaps in the network and the provision of abundant, well-designed and convenient bicycle and micro-mobility parking within Clarendon’s commercial areas. (See Map 2.13) Enhanced bicycle facilities, which are low-stress bicycle facilities that comply with design guidance found in the MTP Bike Element, can play an important role in meeting bicyclists needs, but also

the needs of users of scooters, electric-assist bicycles, electric-assist skateboards, and similar micro-mobility devices. Enhanced facilities on the street give these riders a safer option that doesn’t require riding on the sidewalks, which while permissible in most parts of Arlington, can be problematic for pedestrians. Specific recommendations follow:

- Reconstruct North Kirkwood Road, between Washington Boulevard and Fairfax Drive, to create space for enhanced bicycle facilities that link the existing bicycle lanes on Kirkwood Road, north of Washington Boulevard to the existing bicycle lanes on Fairfax Drive;
- Provide an enhanced bicycle facility to connect the existing bicycle lanes on Fairfax Drive west of North Kirkwood Road to those on Wilson and Clarendon Boulevards. The facility should provide cyclists with a dedicated facility adjacent to Fairfax Drive, east of Kirkwood Road to the eastern terminus of Fairfax Drive near the intersection with Washington Boulevard;
- Install “Inverted-U” design bicycle racks, consistent with County standards, in highly visible locations convenient to building entrances throughout the commercial corridors of Clarendon as well as in micro-mobility “corrals” in on-street curbside space; and
- Improve bicycle and micro-mobility parking options and Capital Bikeshare station access throughout Clarendon, including at the Clarendon Metrorail station through expansion of additional weather-protected and secure bicycle parking

racks and lockers, as well as expansion of the Capital Bikeshare station, as demand increases.

- Upgrade the existing bicycle route on North Highland and North Hartford Streets with enhanced signage and on-street markings, including bicycle lanes between 10th Street North and 13th Street North.
- Study the feasibility of adding enhanced bicycle facilities to 10th Street between Fairfax Drive and the Arlington Boulevard Trail.

Transportation Demand Management




Transportation Demand Management (TDM) measures, consistent with County policy, are recommended for Clarendon. These measures would help influence travel behavior by mode, frequency, time, route, or trip length to achieve a maximally efficient and sustainable use of transportation facilities along with other community goals, such as promoting access for all transportation system users, improving mobility and minimizing the negative impacts of vehicular travel.

Specific recommendations include:

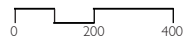
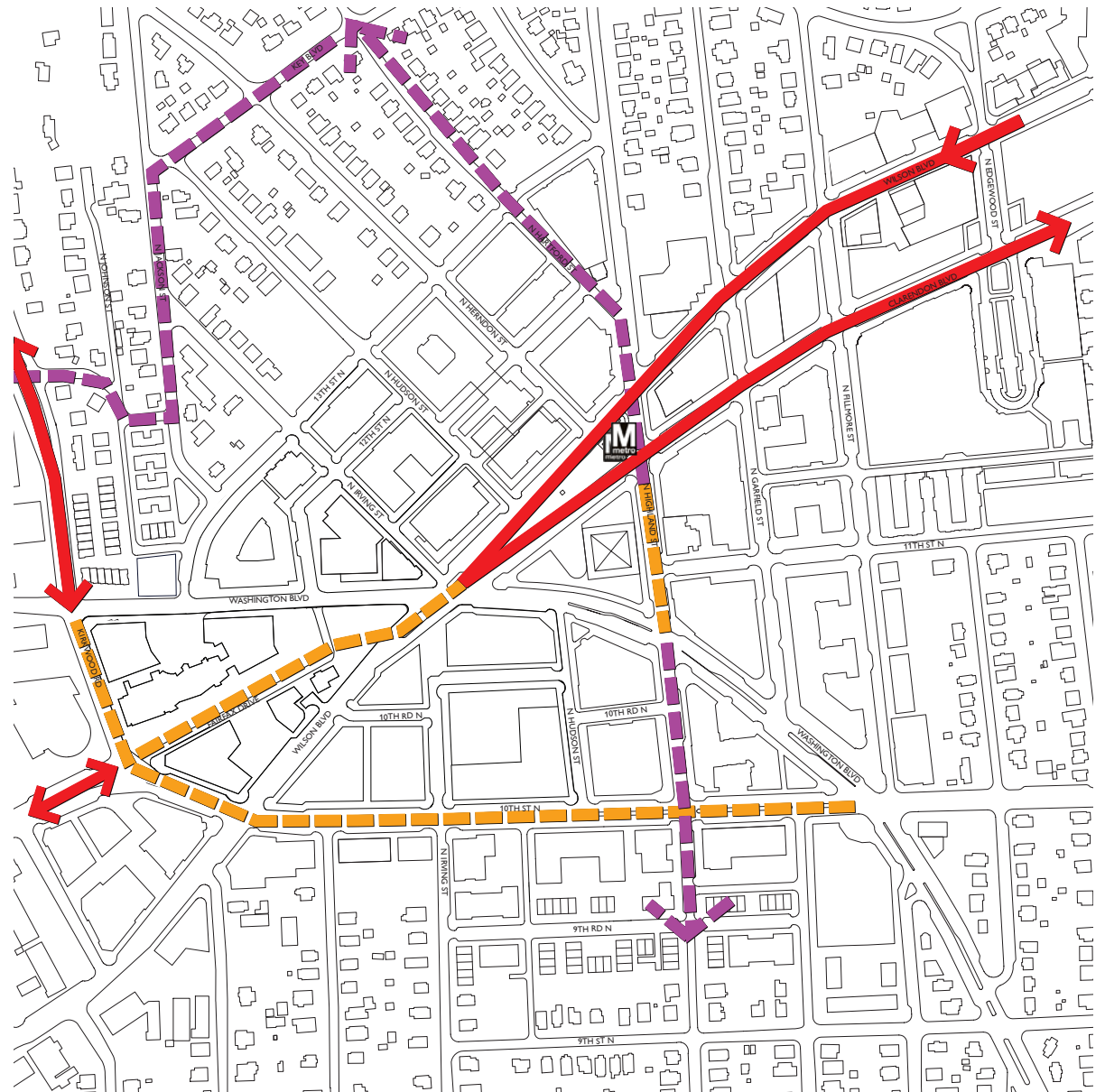
- Continue to work with the property management of new Clarendon developments to implement the TDM- related site plan conditions and policies in effect and to provide funding assistance for the County’s TDM program;
- Continue to work with developers to review site plans on a case-by-case basis to mitigate site impacts per the County TDM policy;
- Continue to implement planned improvements

BIKE WAYS

Map 2.13

-  Existing Bike Lanes
-  Existing Bike Routes
-  Proposed Enhanced Bicycle Facility

Note:
Final alignment of enhanced bicycle facility through West End Plaza and Fairfax Drive to be determined.



across Arlington for transit services, commuter services, and multimodal transportation capital improvements;

- Encourage active participation by residential property managers, employers, and institutions in Arlington County Commuter Services programs and services such as Arlington Transportation Partners, BikeArlington, WalkArlington, The Commuter Store, CommuterPage.com and CommuterDirect.com;
- Enforce and monitor properties with TDM-related site plan conditions, including documenting performance of properties with TDM site plan conditions to inform future site plan development review; and
- Price public parking such that it reflects the costs incurred by the County and is comparable to the cost of travel by public transit.

Bus & Metrorail Transit

The Clarendon Metrorail station provides convenient access to the region's public transit system. Access to Metro is primarily by foot and bicycle from adjacent residential areas and office buildings. Supplementing the foot traffic are Metrobus and Arlington Transit bus routes, which provide service into Clarendon from other central areas of Arlington County and along the Rosslyn-Ballston corridor and Washington D.C.

Daily ridership at the Clarendon Metrorail station grew by approximately 800 persons, between the years 2010 and 2019. The growth can largely

be attributed to residential and commercial developments within Clarendon and the addition of supplemental Metrobus and Arlington Transit bus service. The Clarendon Metrorail station's close proximity to adjacent Orange/Silver Line stations and its lack of park and ride facilities ensure that station usage is largely local in nature and dependent primarily upon quality pedestrian access. Bus service by both the Metrobus and Arlington Transit systems help bring transit riders to and from more distant neighborhoods. Improvements to bus stops, information systems and routing efficiencies would further encourage the use of buses to connect to Metrorail.

Arlington County is developing a new transit strategic plan which will help to determine in what manner and where additional surface transit will be added in Arlington in the future. Based upon the findings of that planning effort, new bus stops may be established and existing service may be modified.

Specific recommendations for improvements to the transit service in Clarendon follow (See Map 2.14):

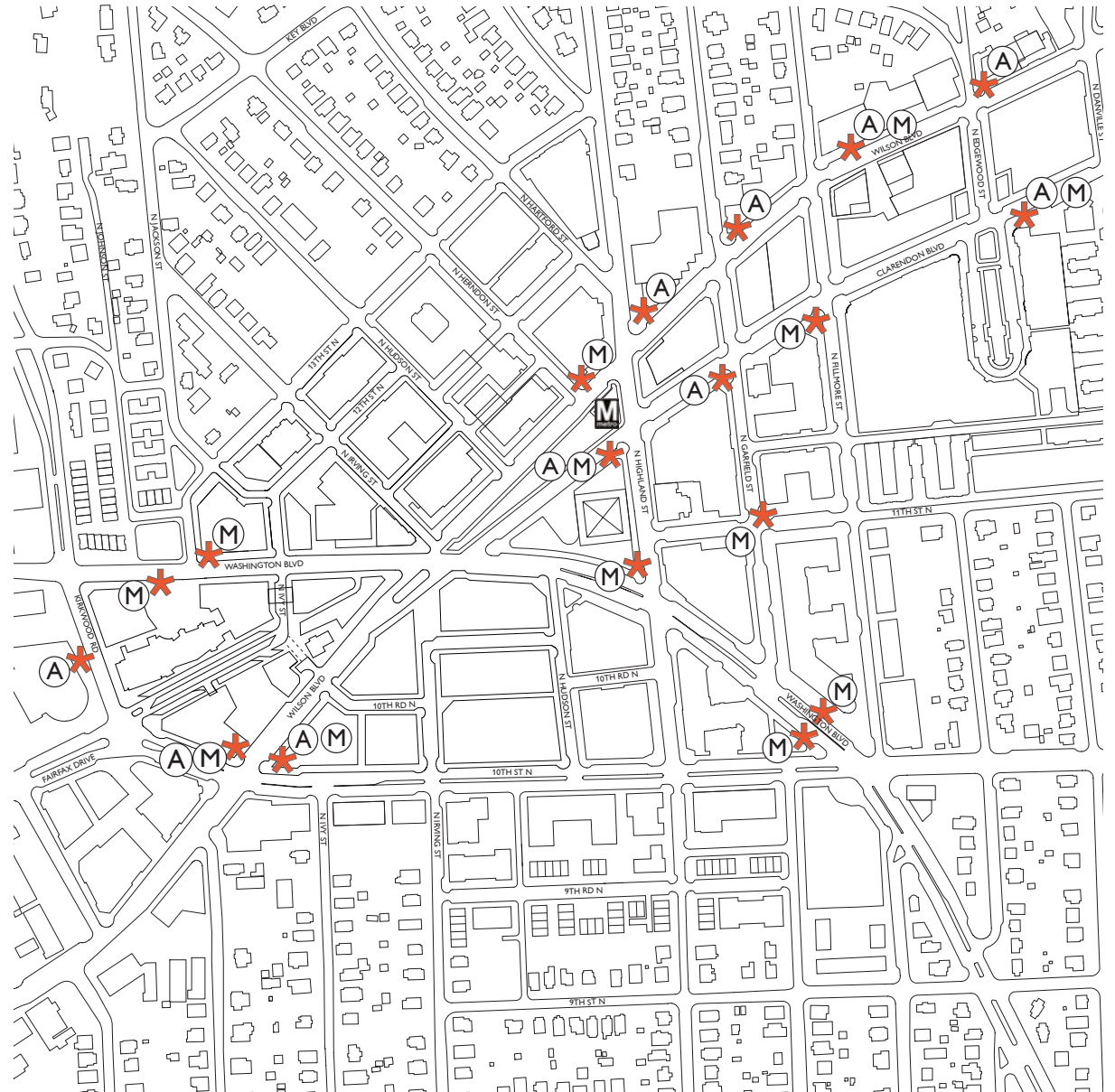
- Construct bus stop ADA improvements at all the primary Metrobus and Arlington Transit bus stops in Clarendon including Clarendon Boulevard at Highland Street, Clarendon Boulevard at Edgewood Street, Wilson Boulevard at Fillmore Street, Wilson Boulevard at Garfield Street, and Wilson Boulevard at Highland Street;

- Install bus shelter at bus stops where space permits including Clarendon Boulevard at Highland Street, Clarendon Boulevard at Edgewood Street, Wilson Boulevard at Garfield Street, and Wilson Boulevard at Highland Street;
- Improve access to the Metrorail station with enhanced crosswalks, new ADA-accessible curb ramps, and a designated kiss-and-ride zone;
- Seek to reopen the existing below-grade, direct connection of the building to the Metrorail station, should a change in tenancy of the Olmsted Building occur; and
- Construct a second elevator for the Metrorail Station if there are modifications made to the station.

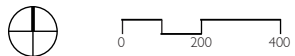
TRANSIT BUS STOPS

Map 2.14

- (A)** ART 41 & 42
- (M)** Metro 38B



Note: On weekends, the ART 42 route replaces the 24 MP service.



D.8 Parking and Curbspace Management

Policies for Parking and Curbspace Management

44. Work with project proponents to design parking to meet their anticipated needs and to not provide excess parking.
45. Ensure new parking facilities are designed to minimize conflict between vehicles and pedestrians.
46. Increase the application of shared parking in existing facilities to provide visitors to Clarendon options to park once and walk to multiple destinations.
47. Facilitate reduced parking requirements, shared parking, or new underground connections to parking where redevelopment parcels are irregularly shaped or sized such that would otherwise limit the viability of new underground parking.
48. Price on- and off-street public parking to encourage efficient use, account for the public cost of provision, and to minimize the incentive to drive personal vehicles

Existing Parking Resources

Parking in the Clarendon station area is available in underground and aboveground parking garages, surface parking lots, and on the street in various metered, residentially-zoned, regulated, and unmanaged spaces. Historically, on-street metered parking and surface lots support the area's retail establishments, many of which are clustered along Wilson and Clarendon Boulevards. The availability of convenient parking for retail patrons has long been an issue for Clarendon. In order to find "free" parking, shoppers and diners circulate around some of Clarendon's streets vying for "prime" spots, or park farther from their destination, although those willing to park in paid spaces still find convenient parking. This is not unusual for an urban environment.

In addition to on-street parking along Clarendon's streets, in the central core all redevelopment projects include underground parking to accommodate their commercial or residential uses. The Zoning Ordinance allows for parking ratios of one space per unit for residential uses and one space per 580 square feet of commercial use for projects utilizing the special exception site plan process. Projects that are developed under the 4.1 site plan process are able to take advantage of residential and commercial parking guidance from the County Board that reduces their minimum parking requirements as compared

to a project using the Zoning Ordinance by-right. As an incentive to encourage the retention of existing or the attraction of new restaurants in Clarendon area, the zoning ordinance permits exemptions from parking requirements for these uses within 1,000 feet of a Metro entrance. Many restaurants have located in the Clarendon area due to this parking exemption; however, some recently approved projects have accommodated a small quantity of parking within the garages for retail uses.

Parking Demand

Provision of parking in the Metro corridors must be carefully balanced with other fiscal demands. While the County has encouraged transit ridership and focused higher density developments within a one-half mile radius of each station, parking ratios have been reduced to encourage walking and transit use. This policy has generated much discussion during planning and development review processes and conflicts arise for employees, consumers, and residents alike. Some feel that parking in Clarendon is insufficient especially for short-term needs. Others point to newer buildings where residents are not filling the spaces that were built under the requirements of the parking policy.

Demand for parking space in Clarendon originates from three principal sources, each with its own characteristics.

Residents' Car Storage. Many households in Clarendon own automobiles and need a place to store them even if they walk or take transit to work on a daily basis.

In general, households can be divided into three distinct categories with regards to the storage of owned vehicles.

- A growing percentage of area residents owns no cars at all;
- Some households who walk, bicycle, and commute via transit or work at home commonly only need a car for weekend use, errands and or other related uses
- Households may need to be able to store a vehicle as close as possible to their unit because they use it on a daily basis, have security and/or mobility issues, or are simply willing to pay for the privilege.

The close proximity between the Metro core and adjacent single-family neighborhoods in Clarendon can lead to parking pressures, with commuters, shoppers, restaurant goers and apartment residents seeking to park on residential streets. On most of the nearby residential streets, Residential Permit Parking (RPP or zoned parking) preserves on-street spaces for those immediately adjacent residents during certain times of the day.

Employees. Regardless of the level of attractiveness of transit, some Clarendon employees (whether working in office, retail/restaurant, or residential facilities) will arrive by car and will need a place to park for extended periods of time. Anecdotally, it has been suggested that employees of retail, restaurant and residential establishments may use cars more often for arriving at work than employed office workers. This may be due to work schedules during times with less transit frequency, less transit access at the home location, or other considerations. There are potentially three interrelated impacts of improperly managed or incentivized parking behavior of employ:

- Employees utilizing short-term parking spaces (by meter feeding or repeatedly moving their cars) otherwise needed for patrons to retail, restaurant and/or office uses;
- Employee parking encroachment into bordering residential neighborhoods; and
- Employee recruitment issues for retail and restaurant establishments.

Commercial Patrons & Residential Visitors.

Some visitors (particularly first time visitors) to Clarendon's retail, restaurant, office and even residential locations arrive by car and be looking for short-term, accessible parking.

On-Street Curbspace Recommendations

- Seek to maximize the usable linear feet of curb spaces consistent with safe design by minimizing driveway cuts and converting excessive vehicle travel lane width in order to provide the most space for competing and necessary curb uses (including but not limited to parking);
- Among types of parking, provide preference in the core and the Transition Areas to signed or metered short-term, high turnover parking options that serve commercial visitors;
- Consider extending the enforcement hours for metered parkings, as well as charging on Sundays to encourage turnover at the meters and to discourage employees from parking at meters; and
- Ensure that Residential Permit Parking zones do not adversely impact commercial parking and curbspace uses in the commercial areas of this neighborhood.

Privately-Developed, Owned and Managed Parking Resources

It is expected that most future increases in physical parking supplies will be privately owned and managed, but subject to regulations and agreements designed in accordance with the principles set forth below. An overarching principal across these strategies is that recommended Prime Office sites are important locations where shared parking for visitors to Clarendon will be sought.

Existing and approved privately-owned parking facilities in Clarendon will continue to be operated and managed in accordance with established regulations and requirements under the Zoning Ordinance and the conditions of any already approved and effective site plan approval documents and agreements.

The County, Clarendon Alliance and/or others are encouraged to work with the owners and operators of the existing parking garages to devise ways to better market, promote, manage and sign them to optimize the use of existing capacity, particularly for short-term, high turnover customer parking and retail/restaurant employee parking. The owners of the larger office and/or retail garages are also encouraged to explore ways of filling their garages during overnight hours and weekends with the cars of local residents who commute elsewhere during the working weekdays. The County will consider ways to remove regulatory barriers to sharing existing parking resources.

As new development proceeds in Clarendon, Zoning Ordinance requirements prevailing at the time of approval would apply, including any parking standards for special exception site plan projects. Guidelines for reduced parking, shared parking, exceptions for small projects, and parking relief for preserved structures are outlined below:

Off-Street Parking Guidelines for Multi-Family Residential Projects Approved by Special Exception in the Metro Corridors: This set of guidelines was adopted by the County Board in November 2017. It has a major impact on site development and transportation for the remaining development sites in Clarendon, reducing the site plan parking requirements from 1.125 spaces per unit to a minimum of 0.3 spaces per unit for market-rate units, and less for committed affordable units. This infill development will therefore need to be even more focused on providing quality pedestrian, bicycle and transit facilities to offer attractive travel alternatives to driving. A similar set of guidelines for office development was also approved by the County Board, but is likely less relevant for the study area given that redevelopment in Clarendon has trended toward residential uses.

New projects should design their garages to maximize the use of their parking spaces over a twenty-four hour period. The parking spaces would be “shared” so that visitors of the proposed building(s) and the general public would have access to short-term, unreserved, high-turnover parking spaces during the hours not in use by the primary building occupants.

The shared parking spaces should not be considered extra or additional parking spaces; rather, these spaces would be allocated from the total amount of required spaces for the total project based on the proposed uses. Conditions relating to the absolute number, operation, management and pricing of such shared parking may be issued as part of the site plan approval for the project and/ or via a separate Parking Management Plan and/or Development Agreement with the County.

Projects on sites of under 20,000 square feet in size are expected to meet their Zoning Ordinance parking requirements on site, whenever feasible. In instances where provision of such parking on site is unattainable, exceptions might be granted where up to 100% of the required parking could be located within 1,000 linear feet of the project site, with appropriate assurances to ensure the parking remains available for the duration of the project.

Projects which include buildings listed for preservation in Chapter 2 may seek relief from meeting the parking requirements described in the Zoning Ordinance and may take advantage of any specific formulas, policies, or administrative guidance promulgated by the County for this purpose.

PARKING SPACES ASSOCIATED WITH STRUCTURES RECOMMENDED FOR PRESERVATION

Table 2.2

Block	Building(s)	Address	Estimated Parking Spaces	Approximate Parking Area (sq. ft.)
1	Meat Market Building	2719 Wilson Blvd.	27	6,500
1	Bike / Garden Shop Building	2727-31 Wilson Blvd.	5	1,300
2	NTB Building	2825 Wilson Blvd.	35	14,750
3	All Buildings	2901-25 Wilson Blvd.	40	12,000
8	All Buildings	3125-41 Wilson Blvd.	30	5,300
10	All Buildings	3165-95 Wilson Blvd.	12	4,200
12	All Buildings	3201-25 Washington Blvd.	6	1,150
18	Clarendon Citizens Hall Building	3211 Wilson Blvd.	5	2,400
19	Kirby Garage Building	3237 Wilson Blvd.	8	5,700
24	USPS	1020 N Highland St	2	470
27	All Buildings	3016-28 Wilson Blvd.	0	0
30	Leadership Building	1101 N Highland St	0	0

Notes:

1. Existing spaces as counted through 12/31/2006.

2. The existing estimated parking spaces may or may not conform with existing zoning. In cases where existing spaces are non-conforming, the existing approximate parking area may be used in determining the preferred number of spaces within a conforming parking layout as part of the proposed redevelopment."

Source: Field survey conducted by Arlington County DES.

3. URBAN DESIGN GUIDELINES



A. PREAMBLE

The purpose of these urban design guidelines is to provide good guidance for achieving Clarendon's overall urban design vision. As such, these guidelines are intended to identify objectives and design standards important to Clarendon, encourage creativity, interest, and variety in design solutions, and build upon the area's local heritage and character. It is the intent that special exception developments should be consistent with these guidelines, and by right developments would be encouraged to follow them. Nevertheless, these guidelines are not intended to be inflexible prescriptive requirements; to the contrary, flexibility should be maintained to allow designers to use their abilities to provide creative solutions for redevelopment and infill projects. Alternative design concepts that vary from these guidelines should be considered, when keeping with the principal purpose and performance intent of the guidelines: To improve the visual character of Clarendon through the coordinated creation of efficient, sustainable, and livable places.

B. INTRODUCTION

The location, scale, form, and design quality of public and private buildings and open spaces directly affect Clarendon's success as a great place to live, work and visit. The relationships between buildings and public spaces impact how spaces in the public realm are used and maintained, and whether people feel safe and comfortable in such places. In Clarendon, a primary goal of the Plan is to achieve quality architecture in conjunction with attractive, accessible, diverse, and safe public spaces. Establishing compatible relationships among new buildings' bulk, form, and materials to the historic structures designated for preservation is also an important contextual design factor for the area.

In order to achieve a high-level of architectural design and well-designed public spaces, this section of the Plan recommends urban design guidelines for future development or redevelopment projects. Overall, Arlington County is seeking to achieve:

- An environment that creates lively and interesting public environments, particularly along streetscapes and in public spaces;
- Creative, innovative, and sustainable architectural design expressions that reinforce long-term adaptability and are compatible with the historical commercial character of Clarendon;
- Diverse building sizes and types, including small, infill projects;
- Attractive and inviting storefronts along main streets with creative signs;
- Multiple and frequent entries along streetscapes for street activation;
- Sufficient ground floor space heights to maintain viable retail establishments and restaurants;
- Parking entrances and service areas located away from primary streets to reduce pedestrian and vehicle conflicts; and
- Buildings that exhibit sustainable principles, by reducing environmental impacts on their surroundings; and
- Biophilic design within horizontal and vertical surfaces to reconnect people to the natural environment.

C. DESIGN CONTEXT

Clarendon includes a mix of buildings reflecting a range of architectural styles and uses. The County's oldest commercial buildings exhibit characteristics worthy of emulation in new projects. Developments like the Underwood Building and the "main street" buildings fronting Wilson Boulevard, exhibit many if not most of the following basic principles of good urbanism as expressed by urban planners such as Raymond Unwin, Jane Jacobs, and Allan Jacobs, as well as contemporary neo-traditionalist urban design practitioners:

- Building frontages, rather than surface parking lots and landscaped areas, frame sidewalks and define the edges of public spaces;
- Distinctions such as height, materiality, fenestration, and transparency are drawn between the ground floor and upper stories;
- Entries are announced through changes in details, materials, and design compositions;
- Storefronts are characterized by wide expanses of transparent glass and high quality finishes;
- Doors to individual shops and restaurants open directly onto public space;
- Materials are durable and facades are simply detailed and well proportioned, and new facades adjacent to preserved facades should comprise materials complimentary with preserved facades;
- Signage is unique and lighting is restrained to complement the building's design; and

- Service entries and loading docks, located along planned local (mid-block) streets and alleys, and less frequently on existing local streets, are screened from public view with garage doors that are attractive and translucent where possible.

Several projects have successfully addressed these urban design elements, where: building bases define the public realm, storefronts line ample sidewalks, and doors to tenant spaces open directly onto public spaces and rights-of-way. Building form characteristics to avoid in future projects include, for example, wide setbacks, surface parking, blank facades, and generic architectural designs.

D. URBAN DESIGN GUIDELINES

The following guidelines address elements to be incorporated into newly built structures. When new buildings are constructed adjacent to buildings designated for preservation, or incorporate portions of historic buildings in their construction, aspects of the Urban Design Guidelines can be modified to allow for greater compatibility with the preserved structures.

D.1 Building Placement

To define public rights-of-way such as streets and open spaces, build-to lines are established along proposed building facades throughout Clarendon; these build-to lines are commonly located at the back of the proposed streetscape space. As indicated in Map 3.1, the build-to lines mark the limits of Clarendon's public realm and support a level of enclosure along streets as well as surrounding public spaces.

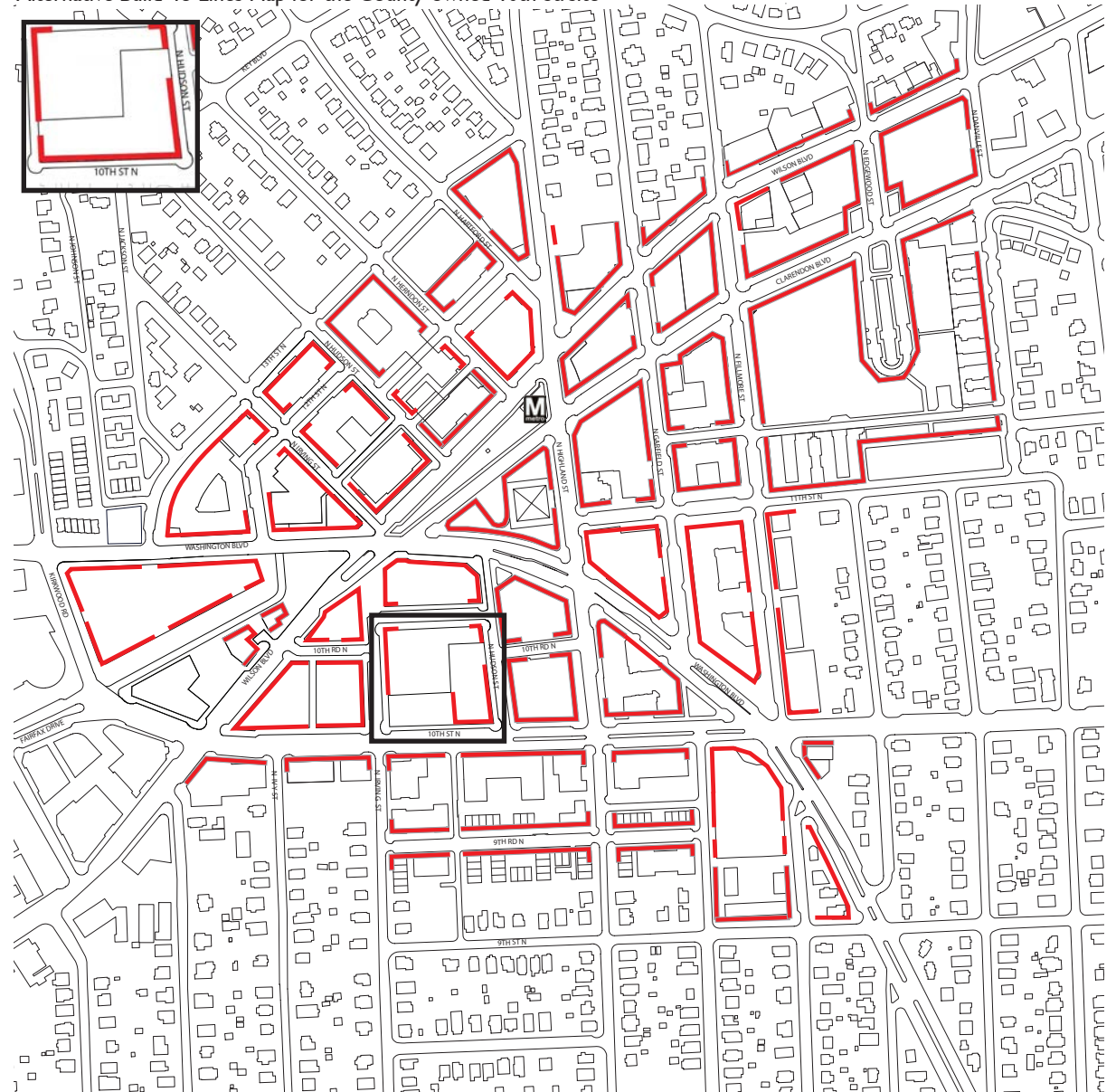
- For all new buildings, a continuous unbroken frontage along build-to lines should be constructed for at least 75% of the property frontage.
- Adjustments to this continuous frontage are permitted for recessed entries, modest setbacks to accommodate additional sidewalk space for café seating or breaks in frontage for the creation of plazas or to make the new structure more compatible with an historic structure designated for preservation.
- To limit perceived street crossing distances and maintain streetscape enclosure at critical locations,

BUILD-TO LINES

Map 3.1

Note: Parking and loading should be located where build-to lines are not indicated except where shown on the Fairfax Drive public space frontage.

Alternative Build-To Lines Map for the County-owned 10th St. site



particularly along streets designated as Main Streets in the Frontage Types, new building facades at street intersections should follow the back of the streetscape and avoid introducing additional building setbacks unless a new open space is specified in Section D.6 of Chapter 2.

- Service/loading and parking access points should not typically be located where build-to lines are specified and should be located along local streets. Where a project does not have frontage on a street designated for Service or Alley Frontage Types, consideration can be given to alternate locations for service access points where such locations would minimize pedestrian and vehicular conflicts. Coordination between adjacent development projects is encouraged to reduce and/or share driveway access from streets.

Establishing Build-To Lines. Build-to lines would be located and registered when either public street improvements or private redevelopment projects are proposed within Clarendon. At such time:

- Staff would review preliminary project plans for consistency with cross-sections recommended in the Plan.
- Based on the Plan and existing conditions, projects would be directed to provide a build-to line that achieves the desired cross-section and coordinates the existing conditions.

- For most locations, a centerline would be used as a reference point. In other locations, such as along 13th Street or Wilson Boulevard between 10th Street and Washington Boulevard, the centerline is expected to shift. Therefore, the build-to line may be referenced from other existing elements such as adjacent building walls of the former Clarendon Citizens Hall and Kirby Garage.

D.2 Building Orientation and Frontage Types

A building's orientation contributes to the experience along a streetscape. A series of Frontage Types are described and categorized under Main Streets, 10th Street, Side Street A, Side Street B, Urban Residential, 9th Road Residential, Service, and Alley (see Map 3.2).

For each Frontage Type, urban design guidelines address the rhythm of building entries, level of transparency, relationship of building entries to sidewalk grade, minimum structural clear heights, minimum finished interior ceiling heights, and permitted projections beyond the specified build-to lines. Generally, buildings should be oriented with the main facades and primary building entrances facing arterial and local streets and service and parking access points facing local streets, with an emphasis on new planned mid-block streets, and alleys. Consideration may be given to adjusting orientation in order to make a new structure com-

patible with an historic structure and/or facade. Each Frontage Type includes the following elements:

Distance Between Entries. This element specifies the maximum distance between functional entries to individual storefronts and tenant spaces. For more active streets, the lowest maximum distance between entries is specified; Where lower levels of activity are anticipated, maximum distances between entries are increased. It is intended that multiple building entrances along a block face will support multiple retail bays and that these entries will be available for use during normal business hours rather than serving as emergency exits only or locked for other reasons where retail uses are recommended. In locations where other uses are recommended such as residential and live/work, multiple entries should also be accommodated. Under no circumstance should entries encroach into the pedestrian clear zone.

Facade Transparency. This element defines the minimum transparency zones for each frontage type. Transparency is a key factor influencing the pedestrian experience - visual access, views to and from interior spaces, and interesting shopfront lighting and displays add visual interest and opportunities for the informal surveillance of public spaces. Openings in a facade, (e.g. windows) should comprise transparent glass, as opposed to mirrored or dark glass, vinyl graphic film or the like, to permit unobstructed views to interior

spaces. Blinds, fabrics, and shelving used along the outside walls of retail spaces should be limited and not diminish the pedestrian's visibility into the retail space, or other space with human activity.

Ground Floor Elevation. How building facades and, in particular, entrances relate to the street is another important factor in activating the streetscape, maintaining the dynamic urban character of Clarendon, and creating an accessible place for all users, including those with disabilities. For shopping streets, matching the ground floor grade with adjacent sidewalks is of fundamental importance. For greater privacy residential frontages, on the other hand, should have a vertical separation between public and private space with ground floors, raised typically between 18" and 36" above the elevation of adjacent sidewalks, except where English basement-style units or zero step threshold entrances to units from the streetscape are desired. Where there are English basement-style units, the vertical separation may exceed 36" inches; however, the level of a basement unit should not be depressed below grade deeper than 50% of a unit's height.

Minimum Structural Clear Heights. To promote the long-term adaptability of ground-floor space on the most active frontages, a minimum structural clear height—the distance between the top of one slab or other structural portion of one floor, and the bottom of the next slab or structural portion of a floor—of 15' is established. This minimum height, consistent with

the building height policies described in Chapter 2, is designed to ensure quality retail and restaurant space on the ground floor, long-term flexibility for commercial uses, and adequate room for signs, lights, awnings and other facade elements. Where other ground-floor uses are permitted, a structural clear height is also specified to provide generous heights for ground-floor uses and to allow adaptability over time, including possible changes in use. In addition, a minimum finished interior height measurement is also specified to indicate a preferred height clearance from the floor of the ground-floor space to the bottom of any drop ceiling material used to screen structural or mechanical elements between floors. In some instances, the heights described may be adjusted if an historic facade is incorporated into a new structure. However, these ground-floor heights would not be adjusted simply to accommodate additional density within the overall building height limit specified in Policy #3. Permitted Projections and Recesses. Projections and recesses from the build-to line, when delineated appropriately, add interest and appeal to streetscapes and public spaces. Permitted projections include awnings, canopies, blade signs, shop fronts, seasonal outdoor displays, stoops, bay windows, and balconies. Projections would typically be confined to the Cafe/Shy Zone described in the Streetscape guidelines (see section D.8) and could project up to a maximum of

two feet. The Clear Walkway Zone described in the Streetscape guidelines should not be encroached upon by projections. Awnings, blade signs and upper story balconies are permitted to encroach upon the clear walkway zone if they are no lower than 8' from the sidewalk surface and the encroachment is not more than 2' for upper story balconies and blade signs and 4' for awnings and canopies. In addition, recesses for shop windows and entry doors, generally with a maximum of one foot to five feet respectively, are permitted to provide relief in the building facade, as well as continuity with some of the commercial storefronts slated for preservation. Arcades and deeply recessed storefronts are discouraged.

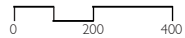
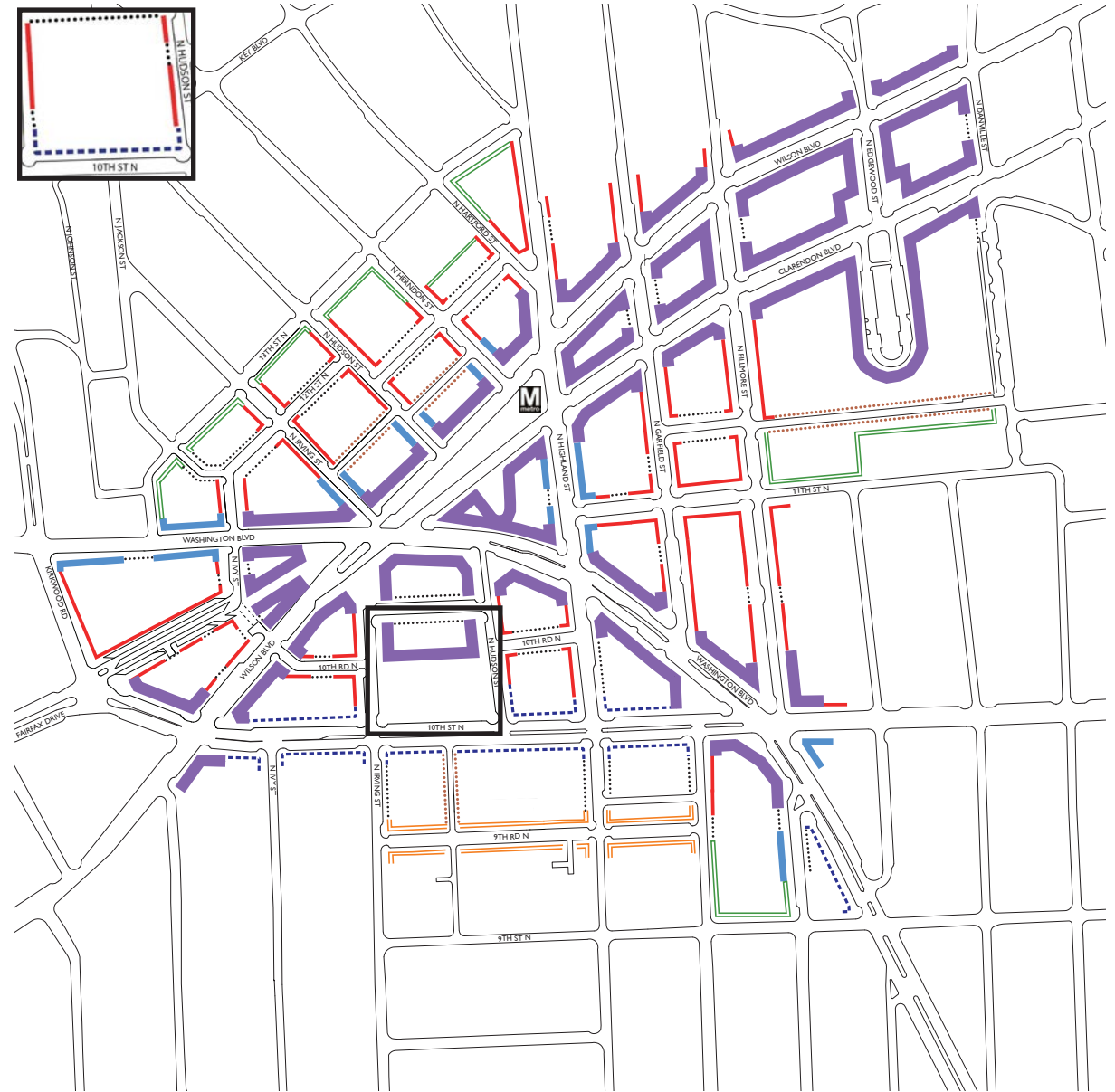
Facade Variation Required. For Main Street and 10th Street frontages, major variations in building materials, fenestration, color, articulation, signage, awnings, and other components of shop front design, at the ground level are encouraged. All new frontages should be compatible with any contiguous historic structure.

Alternative Frontage Types Map for the County-owned 10th St. site

FRONTAGE TYPES

Map 3.2

-  Main Street
-  10th Street
-  Side Street A
-  Side Street B
-  Urban Residential
-  9th Road Residential
-  Service
-  Alley



Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
MAIN STREET	50 Linear Feet	Min. 75% within ground level facade treatment	Match sidewalk grade	Shopfronts Blade Signs Awnings Canopies	15' structural 12' finished interior

Figure 3.1

Main Street Frontage Locations and Principles

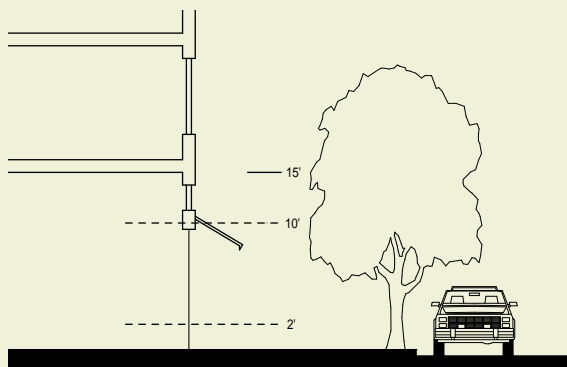
The Main Street type is assigned to the frontages of Wilson, Washington, and Clarendon Boulevards as well as some frontages along Fairfax Drive, and North Garfield, North Fillmore and North Highland Streets; this type is focused along the main east-west arterial streets and the immediate connectors.

The Main Street frontage type supports the creation of a comfortable, safe and interesting pedestrian environment. Entries to individual tenant spaces should be spaced no more than 50' apart,

with 75% transparency for the portion of the storefronts between 2' and 10' above sidewalk grade, and with minimum structural clear heights of 15'. To ensure accessibility, the ground floor entries should match the grade of adjacent sidewalks. Blade signs, awnings, canopies, outdoor displays, and shop fronts are all acceptable projections into the Shy Zone or over the sidewalk where a 10' clearance from the sidewalk level is provided. These projecting elements add variety and visual interest to the street, while providing tenants opportunities to express their individuality, advertise their location, and display goods, services, and special offerings to passersby.



648 Pennsylvania Ave. SE, Washington, DC



Market Common, Clarendon, Arlington, VA



1440 P St. NW, Washington, DC

Interesting designs, sturdy materials, careful detailing, and ample transparency are encouraged along Clarendon's "Main Street" frontages.

Figure 3.1 Continued



Retail near Virginia Square Metro Station, Arlington, VA



660 Pennsylvania Ave. SE, Washington, DC



Retail at Pennington Row, S. Joyce St., Arlington, VA



2250 Crystal Dr., Arlington, VA



The Hartford, 3101 Wilson Blvd., Arlington, VA



Marker Common Phase II Retail, Clarendon Blvd., Arlington, VA

Storefronts wrapping corners help open views to and from the sidewalk, add “eyes on the street,” and draw shoppers to uses on side streets.

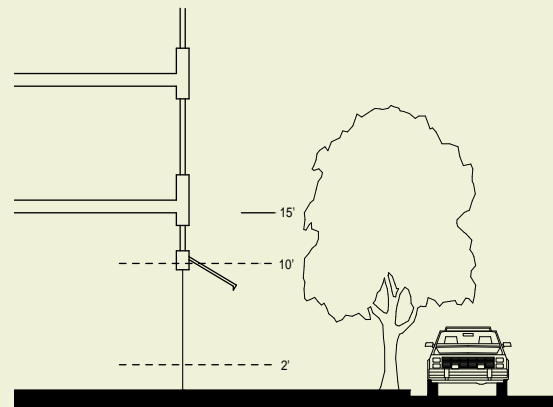
Recessed doorways (top photo), well proportioned awnings (bottom photo), and restrained signage contribute to an attractive public environment.

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
10TH STREET	50 Linear Feet	Min. 65% within ground level facade treatment	Match sidewalk grade	Shopfronts Blade Signs Awnings Canopies	15' structural 12' finished interior

Figure 3.2
10th Street Frontage Locations and Principles

The 10th Street frontage type, primarily recommended for 10th Street, follows many of those principles described for “Main Street” frontage with a few important exceptions. For 10th Street frontages, the required space between entries, the required structural clear ceiling heights, and ground-floor elevation requirements are the same as for Main Streets; however slightly less transparency for storefronts is permitted. This change permits more variation in the ground floor facade conditions to accommodate a wider range of ground-floor uses than are permitted along Main Streets.

Within the 10th Street Frontage, live/work and work/live units could occur along 10th Street, but are not required. Where traditional retail, live/work or work/live units are not proposed on the ground floor, retail equivalents or personal/business service uses would be encouraged as an alternative.

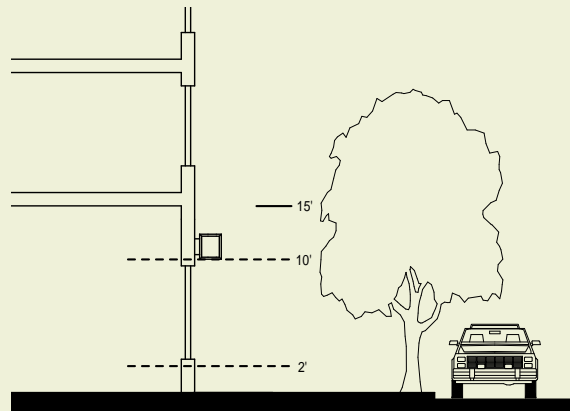


Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
SIDE STREET A	80 Linear Feet	Min. 65% within ground level facade treatment	Match sidewalk grade	Shopfronts Blade Signs Awnings Canopies	15' structural 12' finished interior

Figure 3.3

Side Street A Locations and Principles

Side Street A frontages are assigned to North Highland Street between Washington and Clarendon Boulevards and segments of North Irving, North Hudson, and North Herndon Streets, north of Wilson Boulevard. This type is similar to the 10th Street Frontage except for entry spacing, which may be more dispersed. Side Street A frontages may have up to 80' between individual tenant space entries.

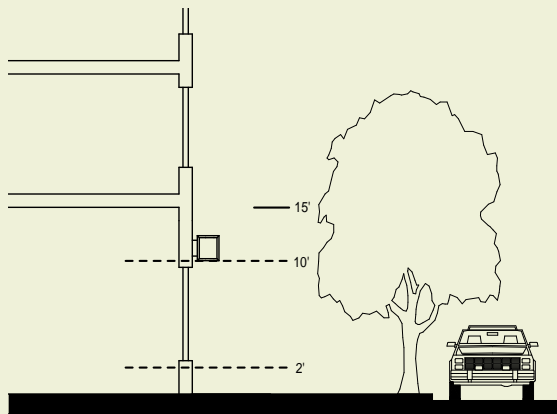


Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
SIDE STREET B	80 Linear Feet	Min. 50% within ground level facade treatment	Match sidewalk grade	Blade Signs Awnings Canopies	15' structural 12' finished interior

Figure 3.4

Side Street B Locations and Principles

For areas less likely to support the high levels of retail and pedestrian activity anticipated and desired along the Main Street, 10th Street, and Side Street A frontages, a Side Street B type is recommended. Side Street B frontages are assigned to portions of 11th Street, Fairfax Drive, Wilson Blvd. (adjacent to the Dominion Power Substation), and most north-south streets in Clarendon. This frontage type may have more flexibility for transparency and distance between entries. The Side Street B frontages could accommodate a range of ground-floor uses, from residential to retail, retail equivalents, personal and professional services, studio space, cafes and galleries.



The Hudson along 12 St. N., Arlington, VA



Market Common on Fillmore St., Arlington, VA



Station Square on Fillmore St., Arlington, VA



Business storefront, Main St., Gaithersburg, MD

Side streets should maintain adequate levels of transparency and spacing between entries, but less than is required for Main Street and 10th Street frontages.

Though less activity is anticipated on along “Side Street A & B” frontages, the guidelines promote reasonably high levels of transparency and a rhythm of storefronts and building entries.

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
URBAN RESIDENTIAL	Ground floor and English-basement units should have direct access (doors) to the sidewalk	Min. 50% within ground level facade treatment	18-36" above sidewalk grade (except for zero-step entries); may be taller for English basement units	Bay Windows Stoops Balconies	10' structural 8.5' finished interior

Figure 3.5

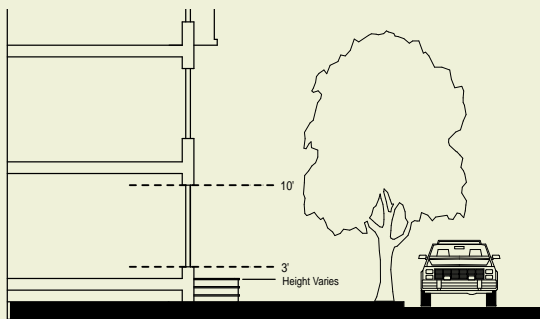
Urban Residential Locations and Principles

An urban residential frontage type is designated for 13th Street North and 11th Street North where multifamily residential uses are recommended to provide a more compatible use mix adjacent to the lower density residential areas. In these areas, buildings should either have a zero-step threshold entry from the streetscape or have a ground floor that is elevated above sidewalk level such that windowsills are above pedestrian eye level to maintain privacy, yet still permit the informal surveillance of public space. Ground level units elevated above the sidewalk should offer a rear zero-step threshold entry. In such instances, stoops 18-36" above the sidewalk grade may be provided with a minimum 50% transparency in fenestration for residential façades, and the use of bay windows and balconies to differentiate

individual units. Exterior entries for individual units, landscaped setbacks behind sidewalks, and minimum levels of transparency are recommended. Providing privacy for residents and creating an active street are both important for any urban residential street and can be achieved simultaneously. English-basement style units with direct access to sidewalks may be achieved in this area, although depressing the level more than 50% of its height should be avoided. In these instances, continuous depressions or window wells are discouraged. Generally, window wells for additional air and light into the lowest level should be no more than 6 feet in width and each should be separated by a landscaped area.

In addition, the building form should reflect the following guidelines:

- buildings oriented to streets with multiple building entrances on the ground floor;
- architectural styles and materials that are compatible with the surrounding neighborhood;
- streetscapes improved to a minimum of 12 feet in width, including a 6' wide clear walkway;
- buildings should have a minimal landscaped setback (with a mix of evergreen and deciduous plant material, 4'-6' wide) to provide additional privacy from sidewalk areas;
- parking located underground;
- to the extent possible, curb cuts should be minimized and additional driveways to parking and service should be shared to avoid conflicts with pedestrian circulation.



Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
9th ROAD RESIDENTIAL	Ground floor and English-basement units should have direct access (doors) to the sidewalk	Min. 50% within ground level facade treatment	18-36" above sidewalk grade (except for zero-step entries); may be taller for English basement units	Bay Windows Stoops Balconies	10' structural 8.5' finished interior

Figure 3.6

9th Road Residential Locations and Principles

A residential frontage type is designated for 9th Road between North Garfield Street and North Irving Street in the Lyon Park neighborhood where limited infill redevelopment could occur. This area is planned for residential uses in the form of small-scale garden apartments and townhouses. English-basement style units with direct access to sidewalks may be achieved in this area, although depressing the English basement level more than 50% of its height should be avoided. If this condition is utilized, a continuous depression or window well condition should be avoided. Generally, window wells for additional air and light into the lowest level should be no more than 6 feet in width and each should be separated from the others by a landscaped area. In this area, the urban form should reflect the following guidelines:

- ground floor residential units should offer at least one zero-step threshold entry per unit;
- buildings with a landscaped setback consistent with zoning requirements for “RA-8-18” district;
- buildings oriented to streets with multiple building entrances on the ground floor;
- building heights of 40 feet maximum consistent with zoning requirements for “RA8-18” district;
- architectural styles and materials that are compatible with the surrounding neighborhood;

- streetscapes improved to include a 6-foot-wide clear walkway located behind a continuous landscape strip (min. of 4' wide) adjacent to the curb;
- parking located underground where possible; if necessary, surface parking should be located in side or rear yards;
- parking areas facing streets are strongly discouraged, including front-loaded garages;
- to the extent possible, curb cuts should be minimized and additional driveways to parking and service should be shared to avoid and/or reduce conflicts with pedestrian circulation, and
- use of the existing alley (between Highland and Irving Streets) is desired to provide service to this block and may require widening for this purpose.



Alexandria, VA

Buildings with English basements may have first floors above grade, as illustrated above. Urban and 9th Road Residential frontage types may include English basements.



Station Square, Garfield St., Clarendon, Arlington, VA



Location Unknown.

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
SERVICE	n/a	None required; however, all mechanical equipment and service/loading facilities must be screened	n/a	n/a	n/a

Figure 3.7

Service Locations and Principles

The Service Frontage type permits parking garage entries, service access to businesses, and access to interior loading docks. This type is specified for local streets expected to carry some of the lowest volumes of pedestrian traffic. Although these frontages will provide space for the service functions, blank walls without any fenestration or detailing should be avoided. Within Service Frontages, areas where curb cuts and aprons exist are designated as “service/parking access areas”. For areas outside of “service/parking access areas,” consistency with the fenestration, materials, and signage guidelines described in section D.4 Building Design would be expected. Proposals should be evaluated on a case-by-case basis to determine if the frontage treatment on the adjacent block face should continue along the Service Frontage where service or loading does not occur, or if a different frontage type treatment is warranted.



Along “Service Street” frontages, quality materials, and careful detailing are encouraged.

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
ALLEY	n/a	None; however, all mechanical equipment and service/loading facilities must be screened	n/a	n/a	n/a

Figure 3.8

Alley Locations and Principles

The Alley frontage type also permits the parking garage entries, service access to businesses, and access to interior loading docks. In contrast to other streetscape types, alleys are not anticipated to accommodate pedestrian traffic. Although these frontages will provide space for the service functions, blank walls without any fenestration or detailing should be avoided. Designed to principally accommodate service and loading; these areas may not necessarily have sidewalks or other streetscape improvement (or on one frontage only).



Alley Corridor at The Crossing, Arlington, VA



Alley Corridor at The Crossing, Arlington, VA

D.3 Building Mass

In the Rosslyn-Ballston Corridor, including Clarendon, taller and denser buildings are planned. In order to provide a sensitive transition in scale where these areas abut lower scaled residential areas, to maintain a comfortable pedestrian experience with sunlight and air movement, and to be sensitive to historic structures, a building's mass and bulk should be considered during initial planning and design phases taking into account the following guidelines:

- Consistent with the building heights and step-back policies, position a project's mass and bulk, to the extent feasible, closer to the center of the station area to provide a lower scale of development adjacent to lower-density areas.
- Utilize human-scaled architectural elements, such as cornice lines, to break up large expanses along the street edge, to define a building's base and multiple building entries and windows along the ground floor.
- Avoid large expanses of single-plane facades and monotonous walls that lack height step-backs, changes in materials, articulation of details, and fenestration.
- Vary materials, textures, patterns, colors, and details on building facades to reduce the perceived mass of large buildings and to create the illusion of smaller-scale buildings.

Enhanced Alley Connections

Function and Use

- Create a publicly accessible shared space alley that accommodates the pedestrian experience and provides for necessary loading and parking access within the space.
- Minimize the number of interruptions where pedestrians must give way to vehicles entering and exiting parking or loading facilities.
- Provide a minimum 8-foot wide clear and direct pedestrian path between the adjoining public spaces such as streets or parks.
- Ensure pedestrians have a clear line of sight to both ends of the alley. Areas designated for no vehicular access should be clearly identified and protected from vehicles.
- Design the connection to create a safe and welcoming environment that encourages public use.

Building Articulation at Alley Connection Entrances

- Create inviting and visually interesting entrances to the shared space alley by architecturally highlighting the alley entrances at either end with high quality materials and human scaled design.
- Where vehicular access is also provided and meets the minimum width and height requirements, consider separate pedestrian scaled entrances.
- Provide a minimum two-story clearance between the ground and any overhead bridging structure to frame views toward the adjoining streets or public spaces beyond the enhanced alley.
- Openings should be a minimum of 20 feet in width and vertically proportioned with the height greater than or equal to the width of the opening.

Lighting

- Include human scale lighting to shape the character and experience of the space while providing a safe environment at all hours
- Service areas should be well lit and light pollution to adjoining buildings should be minimized.

Building Bridge/ Connection Over Enhanced Alley

- As appropriate, bridging element should be for corridors or up to the width of single-loaded unit bars (approximately 35'-40') or double-loaded unit bars (approximately 70').
- Single-loaded unit bars are encouraged to allow more air and light into the shared alley space below. Double-loaded corridors are discouraged at both ends of the enhanced alley.
- The design of the bridging element should be welcoming to pedestrians and integrated with the overall architectural composition of the block.
- The bridging element should primarily serve as a linkage between buildings rather than an extension of the buildings is encouraged to be lower than either adjoining building.
- Overhead bridging connections are encouraged to be visually discrete architecturally from main building facades. This can be achieved by:
 - Different fenestration type
 - Change in wall materials
 - Change in fenestration percentage
 - Change in treatment and height of cornice or roof line
 - Change in plane with a setback of a minimum of 5ft from main exterior facing façade building line

BUILDING EXAMPLES

Figure 3.9



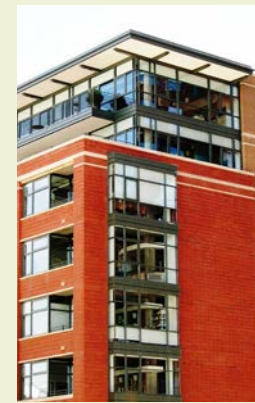
E St., Washington, DC



Location Unknown



Location Unknown



Denver, CO



Bethesda Row, Bethesda, MD



Duke Street, Alexandria, VA



1400 block, P St., Washington, DC



Architectural Details at Pentagon Row, Arlington, VA

Through changes in material, design details and treatments, and projecting moldings, building bases help define public streets and spaces.

For upper stories, high levels of transparency, use of bay windows and balconies, and articulation of vertical massing and details are encouraged.

Building tops—defined through changes in material and the use of projecting cornice lines, eaves, and parapet walls—contribute to the visual interest of the Clarendon skyline.

D.4 Building Design

Design Composition

- Consistent with Arlington County's goals for sustainability, buildings should be designed and constructed consistent with the Green Building Incentive Policy.
- Buildings should be situated to maximize daylight use, integrate passive and active solar strategies, and take advantage of natural vegetation.
- Buildings should introduce biophilic design elements, including consideration on vertical surfaces, terraces, rooftops and adjoining open areas, both landscape and hardscape as opportunities to connect humans with nature, encourage biodiversity and improve stormwater quality and detention.
- Building facades should include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and façade relief. Such details are particularly important when integrating new construction with existing historic structures.
- The design of the building base and upper stories should be expressed in a manner that defines the pedestrian space at ground level, provides relief in the building massing, and helps to articulate the skyline in a distinctive manner.
- Buildings and facades should be well-proportioned and/or divided to minimize the perception of large or monolithic buildings.
- Regular volumes of major building forms, such as storefront modules/bays separated by columns, should be utilized to define the public realm—the

area from one building façade across a street to the opposing building facade—and contribute to the pedestrian scale at the streetscape level.

- Substitute blank wall areas of opaque materials with nature walls, vertical trellis, or similar application.
- To reduce bird strikes, bird friendly materials and in particular, bird friendly glass, is encouraged. If participating in the Green Building Incentive Program the exterior wall envelope, and any associated openings, shall be constructed with bird friendly materials between 8 feet and 36 feet above grade. Special building elements and expressions such as towers and special entries should be used strategically at street intersections and vista terminations to provide interest along the block, add interest in the skyline/roof lines, and create a human-scale.
- Roof equipment and mechanical penthouses should be designed as a natural extension of the building with building materials and design treatments compatible with the balance of the building.
- The penthouse should have a maximum height of 18 feet, preferably shorter utilizing newer technologies to reduce the size of mechanical equipment.
- Penthouse walls should be set back from the building façade a distance equal to or greater than the height of the penthouse.
- Service and loading access points and doors should be designed as an integral element of the facade and should utilize materials compatible with other materials used throughout the project.
- Elements to avoid:
 - Expansive or overly articulated lobby entries along streets and at locations designated for retail uses;

- Minimal differentiation of the building façade between the building base and upper stories;
- Storefronts set back from sidewalks and public spaces;
- Arcades and colonnades;
- Conspicuous or visible antennae or other mechanical equipment; and
- Opaque roll up garage doors

Materials

- High-quality, durable, and long-lasting building materials, such as natural and cast stone, natural clay brick, ceramic tile, wood, iron, steel, and pre-cast concrete, should be used on all facades to construct durable buildings which can be adaptively reused over time.
- Existing brickwork or stonework that has been painted or covered over, particularly on historic structures recommended for preservation, should be, where possible, returned to a natural/original state.
- Consideration should be given to the selection of materials with regard to energy efficiency, as well as the possible reuse and recycling of materials.
- Elements to avoid:
 - Existing masonry should not be painted over, or covered with stucco, siding or other claddings;
 - Existing window or door openings should not be filled; and
 - Synthetic stucco materials, including exterior cladding typically referred to as EIFS, on facades visible from public streets and spaces.

Fenestration

- The rhythm of windows and entrances should provide interest and engage pedestrians.
- Façades on the ground floor should have clear glass with minimal obstruction from window signs, permanent shades, or interior displays.
- The use of balconies and bay windows in upper stories is encouraged to support activity and encourage “eyes on the street.”
- The design, size, type and placement of windows should be considered relative to impacts on optimizing interior daylight and potentially reducing the size/type of required heating/cooling system.
- While transparency is highly encouraged, large expanses of generic metal frame storefront windows are discouraged and instead architectural elements such as pilasters, vertical breaks in the façade or a change in materials should be introduced in the façade design.
- Elements to avoid:
 - Tinted or mirrored glass, graphic vinyl or films and any glazed surface that requires tinting or mirror-glazing especially on ground-floor facades;
 - Façades with minimal articulation and relief; and
 - Deeply recessed window surfaces.

D.4 Lighting

- Ground-floor retail and restaurant spaces should be designed with internal and external storefront illumination to enhance the pedestrian space and encourage window shopping even when stores are closed.

- Special lighting should be utilized to highlight main building entrances and add interest to the building façade; however, up-lighting should not be installed within the streetscape.
- Secondary building entrances and parking/loading/service access points should have lighting compatible with the project’s lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.
- Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged and should be dimmable.
- Elements to avoid:
 - LED strip lights that modulate or change color;
 - Architectural up-lighting; and
 - Nuisance lighting spilling into residential areas or adjoining units.

D.5 Signs and Awnings/Canopies

Creative, innovative designs for commercial tenant signs are encouraged to highlight Clarendon’s diverse and eclectic character. In addition to the following principles, the Sign Regulations within the Arlington County Zoning Ordinance provide additional parameters and guidance on elements such as sign placement, size, and design.

- Signs should be of a permanent type, neatly designed, well-constructed, and properly weather-proofed, and should incorporate original designs.
- Signage should be compatible or complementary with the building’s materials and character in color,

style and material; tenants should exercise their creativity when creating signs to add to the unique character of the station area. This is particularly important on preserved buildings and/or facades of historic buildings incorporated into new structures.

- Typefaces, characters, and graphics for signage at the street level should be appropriately scaled for viewing by pedestrians and motorists.
- Signs illuminated by downward directed, wall mounted lights with fully-shielded lamps are encouraged.
- Projecting light fixtures used for externally illuminating signs should not obscure the graphics of the sign.
- Signs should typically be located above the ground floor storefront and just below the second floor windows, or below the building cornice for one-story buildings.
- Signage on awnings is permitted for business identification.
- Protection from the elements at the sidewalk level by means of awnings and canopies is encouraged where adequate space along the streetscape is provided.
- Awnings, canopies, and marquees should stretch out over pedestrian walkways on streets designated for retail frontages.
- Canvas and/or weather-coated fabric awnings and glass canopies are preferred.
- Individual awnings with original graphics should be used to create a cohesive composition of color along the streetscape; each awning should be distinct from its neighbor and continuous awnings over several stores are discouraged.

- Elements to avoid:
 - Excessively large signs or those with bright colors or over-scaled letters;
 - Signs partially or completely covering display windows;
 - Plastic box signs with internal lighting;
 - Temporary plastic or paper signs attached to display windows or door surfaces;
 - Product advertising on awnings or canopies;
 - Aluminum awnings;
 - Back-lighting of awnings; and,
 - Lighting façades and interiors with industrial-type lighting, such as mercury vapor or low-pressure sodium (“yellow”) lighting.

D.7 Public Art

High quality public art—with urban design, architecture, landscape architecture, and historic preservation—is one of several important tools that can enhance Clarendon’s cherished character. In accord with the Public Art Master Plan, public art should be selectively incorporated into streetscapes, public and private buildings, public spaces, transit and infrastructure or presented in the form of special projects, such as temporary projects or artist in residencies. Public art programming is coordinated through Arlington Economic Development’s Division of Cultural Affairs.

The 2005 Public Art Master Plan was updated in 2021 and includes a list of projects where public art is recommended for highly visible Civic Squares and for Public Interface Projects where civic projects link the County government and residents. Public space proposals such as the West End Plaza, Fairfax Drive linear park, Triangle Park, Washington Boulevard at 13th Street and North Irving Street, , and possible future public facilities in Clarendon, like Clarendon’s Fire Station 4 and 10th Street Park, could incorporate public art successfully. Future park master planning processes should consider these spaces as opportunities for public art. As features along Clarendon’s primary east-west routes, public art at these sites would enhance the streetscape and the public space system.

Private sector participation in the County’s public art program adds a layer of richness to the County’s public realm. The 2021 Public Art Master Plan reaffirms the County’s commitment to encouraging developers to create permanent artworks of the highest artistic quality. In particular, site plan-initiated public art will strengthen public spaces that are accessible to all, particularly public

realm improvements identified in County-approved plans. Types of locations include publicly-accessible outdoor plazas and pedestrian connections, Metro station entrances, bus stop areas and streetscapes. Another option is to integrate art projects into facades, building lighting, seating and other features so that they contribute to the pedestrian experience. Alternatively, developers who wish to support public art as part of their site plan development will be encouraged to make cash contributions to “area funds” established within the Public Art Fund for each planning area in the six priority corridors, including a fund for Clarendon. This “area fund” can be used to support County public art projects in the area, especially those related to urban design and public space strategies identified above.

COMMERCIAL SIGNS

Figure 3.10



King St., Alexandria, VA



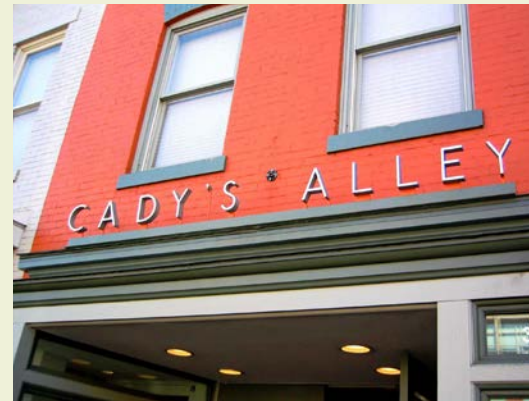
2614 Wilson Blvd., Clarendon, Arlington, VA



750 E St. NW, Penn Quarter, Washington, DC



Denver, CO



Cady's Alley, M St. Georgetown, Washington, DC



2731 Wilson Blvd., Clarendon, Arlington, VA

Visually interesting and properly scaled blade signs announce the presence of individual tenants to pedestrians.

Care in the design, fabrication, mounting, and lighting of signs often reflects the quality of goods and services being offered.

Signs with unique designs, colors, and shapes contribute to the overall character of an urban district.

BANNERS, AWNINGS, & CANOPIES

Figure 3.11



Cady's Alley, Georgetown, Washington, D.C.



Awning at Pentagon Row, Arlington, VA



Location Unknown



500 Block of 7th Street NW, Washington, D.C.



P St., Washington, DC



Location Unknown

Banners and flags contribute visual interest, color, and movement, but must be replaced when faded or torn.

Simple awnings provide shade, space for signage, and definition for streetscapes

Store entries (top photo) and building lobbies (bottom photo) may be pronounced with projecting canopies, modest signage, and lighting.

PUBLIC ART

Figure 3.12



Luminous Bodies, N. Lynn Street, Rosslyn, Arlington, VA



Fire Lines, Fire Station 10, West Rosslyn, Arlington, VA



Floral Sky, Clarendon Blvd., Arlington, VA



Dressed Up and Pinned, Courthouse, Arlington, VA



Wonder Wander, Potomac Yards, Arlington, VA

Clarendon's streets and public spaces offer numerous opportunities for the integration and display of public art.

D.8 Streetscapes

Streetscapes are a key ingredient in the public space system for the Rosslyn-Ballston Corridor. This section includes guidelines for the widths (Map 3.3) and general configuration of streetscapes throughout Clarendon. Four types of sidewalks are described based on optimum total width, with typical dimensions for each zone of the streetscape including a Tree and Furniture Zone, a Clear Walkway Zone, and a Café/Shy Zone (Table 3.1). The definitions and dimensions for each are based on several factors including anticipated levels of activity, curbside management, existing and planned land uses, right-of-way constraints, pedestrian safety, particularly near nighttime activities which can draw large crowds and position the streetscape within the larger network of streets and public spaces that characterizes Clarendon as a unique environment distinct from others in the Rosslyn-Ballston Corridor. It is expected that streetscapes will be improved and enhanced primarily through private development projects. Table 3.1 provides information regarding the optimum width of sidewalks and streetscapes throughout Clarendon. Additional information on the dimensions of the Tree and Furniture Zone, Clear Walkway Zone, and the Café and Shy or Stoop/Landscape Zones is provided in the street sections in section D.7 of Chapter 2. Streetscape widths should continue along entire block frontages, especially those along primary streets such as Clarendon, Washington and Wilson Boulevards. At corners where streetscapes transition between types, the wider

streetscape condition should wrap around the corner. The following sections describe the purpose and design treatment of each streetscape zone.

Tree and Furniture Zone. The Tree and Furniture Zone exists as the space adjacent to the curb which includes a variety of elements and amenities. Trees are the primary element of this zone and can be located in tree planting area, planters, or planting strips depending on the level of activity of the streetscape and associated street. Within the zone, the tree area is defined by a 4" curb, 8" brick soldier course, and a minimum 5' wide tree planting area. The 6' wide Tree and Furniture zone is typical in Clarendon. However, in constrained conditions where narrowing travel lanes may not be possible or retention of historic buildings is desired, tree grates may be used to gain additional pedestrian circulation space. Planting strips as narrow as 4' may be used in areas such as the 9th Road area of Lyon Park where the 9th Road Residential Frontage type is specified and where a continuous planting strip is provided. Light fixtures, street signage, trash receptacles, benches, bicycle parking racks, parking meters, and directional and interpretive signage are the primary elements that typically exist in this zone adjacent to the curb. Rhythm and placement of these components aid in maintaining a pedestrian scale, providing information for pedestrians, and creating a comfortable and safe environment by separating pedestrians from moving vehicles. Particular attention should be directed at placing these streetscape elements in a manner that maintains adequate clearance and reduces clutter in the vicinity of design-

STREETSCAPE IMAGES

Figure 3.13



Pike & Rose, North Bethesda, MD



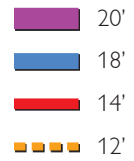
Streetscape in Ballston, Arlington, VA

Sidewalk cafes, street trees, and furnishings are placed outside the pedestrian clear zone.

STREETSCAPES

Map 3.3

Sidewalk Widths

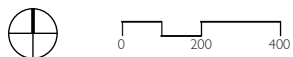
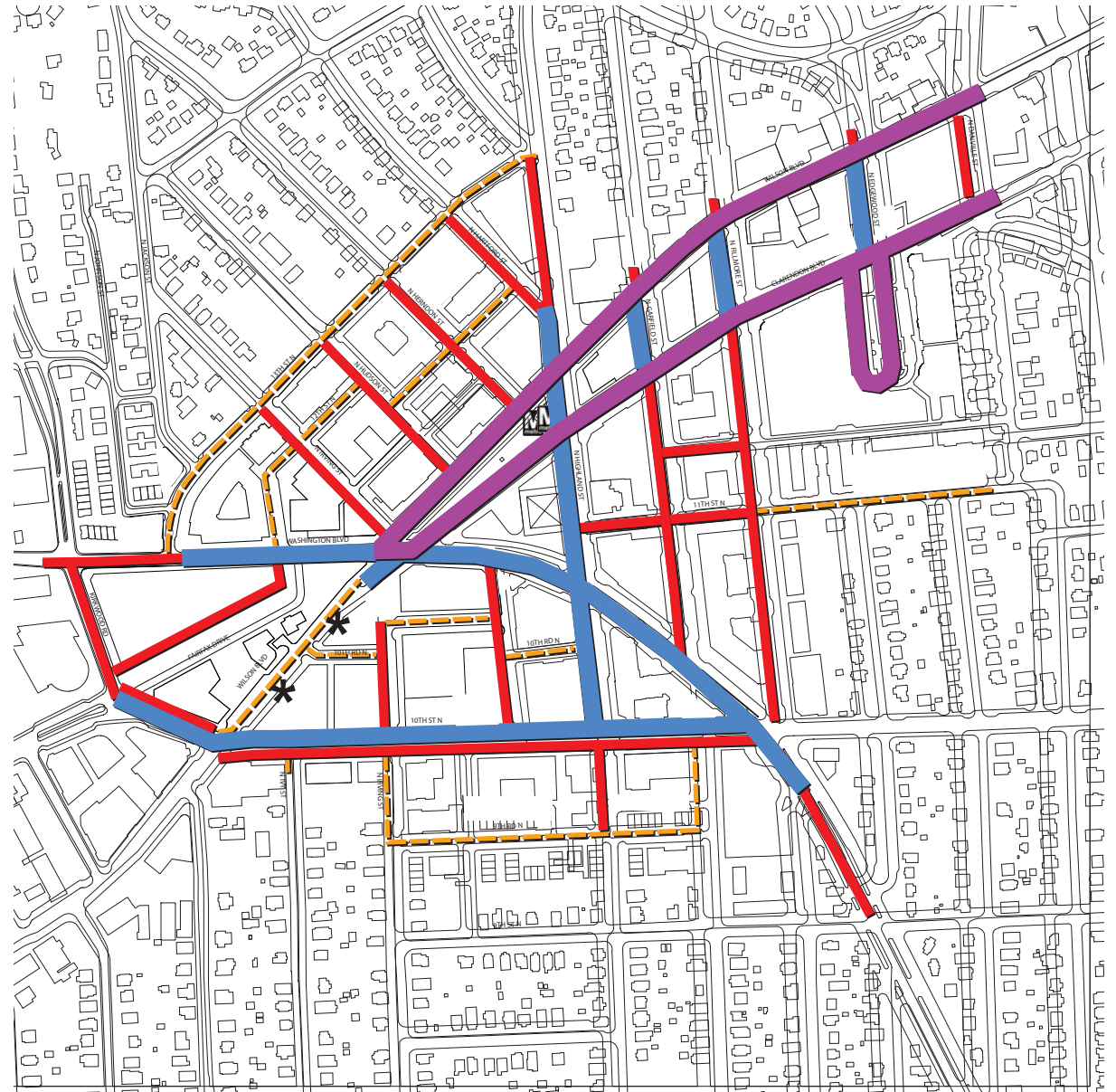


Notes: These widths indicate the anticipated dimensions from the curb face to the build-to line and include the various streetscape zones described in this chapter. Some modification to the streetscape condition, including widths, may be necessary adjacent to buildings, frontages, and facades recommended for preservation.

The streetscape for 9th Road would have a continuous landscape strip located at the back of curb.

See recommended street cross sections in Chapter 2 for any adjustments to the streetscape dimensions due to unique site conditions.

* For the south side of Wilson Blvd. from Washington Blvd. to 10th St. N., sidewalk width will vary from 12-19' due to interspersed parking and tree planting area



nated handicap/wheelchair parking spaces. Providing bicycle and micromobility parking or similar elements helps create a multimodal transportation environment, which may reduce vehicle miles traveled and promote more sustainable travel options. Brick or concrete pavers may be used as the paving surface between the tree planting area.

Clear Walkway Zone. Next to the Tree and Furniture Zone is the pedestrian Clear Walkway Zone, defined as an unobstructed area serving as circulation space for pedestrians. For Clarendon, this area will range from a minimum of 6', up to 14' wide, depending on the streetscape type specified, with a minimum of 8' vertical clearance from the sidewalk surface allowing for the free flow of people along sidewalks. While particular constraints, such as direct frontage of historic buildings, may not permit the provision of the minimum width in all locations, the standard is offered as a goal for reviewing improvement proposals. In any case, the minimum clear width directly adjacent to preserved historic structures should be at least 6' wide. See the proposed street sections in the Transportation section of Chapter 2 for more information on the adjacent street space. Clear Walkway Zone paving materials should have smooth surfaces and be compliant with the latest accessible design standards. Where overall sidewalk width is constrained, the Clear Walkway Zone will have priority over other streetscape elements.

Cafe/Shy Zone. The Café and Shy Zone, like the Tree and Furniture Zone, is a place where pedestrians will enter; however, it may be occupied by building-related elements such as shopfronts, blade signs, outdoor displays, café space, kiosks, standpipes, planters, awnings and doors that could impede mobility. At a minimum, the two feet adjacent to a building front is considered part of the Shy Zone. Unlike the Tree and Furniture Zone, which has public infrastructure such as lighting and signage, the elements in the Café and Shy Zone relate to the private uses occupying adjacent buildings. These elements help define the character of Clarendon, offer shelter from sun and rain, and provide visual interest for all street users. Blade signs, awnings/canopies and other building elements that project over the sidewalk should be a minimum of 8' above the sidewalk surface.

As accessories to formal public space, cafés and outdoor dining areas provide an opportunity to enhance the urban experience in Clarendon. Café spaces provide for both active and passive social interaction and add visual appeal, variety and interest to the streets of Clarendon. In general, sufficient sidewalk space (commonly 6' in width) to accommodate cafés should be provided along the frontages facing Central Park, the proposed park at 10th Street, the plaza space at Wilson Boulevard and North Highland Street, along North Edgewood Street between Wilson and Clarendon Boulevards, the proposed West End Plaza, the plaza space at North Irving Street and Washington Boule-

vard, and the plaza space at the intersection of 10th Street and Washington Boulevard. This seating area should not narrow the clear walkway to less than 6 feet. Movable public seating, newsstands, and retail kiosks independent of an adjacent restaurant could also be placed in these spaces to encourage more daytime use and to better frame the street wall. The paving materials should match or complement those in the Clear Walkway Zone.

Stoop/Landscape Zone. For the Urban Residential Frontage Type (see Section D.2), an additional width of streetscape (6') is recommended to accommodate a front stoop and landscaping between the Clear Walkway Zone and the building wall. In these areas, the Café and Shy Zone would be classified as the Stoop/Landscape Zone. It is intended that this element of the streetscape will soften the building edge and offer a setting more characteristic of and compatible with residential uses.

Service/Parking Access Areas. Certain areas along building frontages are identified as access areas for service and vehicular parking for building users and are generally coterminous with the breaks in the recommended Build-To Lines (see Map 3.1). These service/parking access areas will occur intermittently along select streetscape frontages, consistent with recommended build-to lines. In areas where vehicular and service access ways are provided for parking and

SIDEWALK DESIGN

Table 3.1

Sidewalk Design*	Type			
	20'	18'	14'	12'
Total Streetscape Width	20'	18'	14'	12'
Clear Walkway Zone (minimum width although pinch points at a minimum of 6' clear width will be permitted to accommodate building preservation and café space; however, at least 6' minimum clear width should be adjacent to preserved historic structures)	14' (may be reduced to 8' to accommodate Café/Shy Zone)	12' (may be reduced to 6' to accommodate Café/Shy Zone)	8' (may be reduced to 6' to accommodate Café/Shy Zone)	6'
Tree and Furniture Zone (includes 8" brick band, soldier course between back of curb and tree planting area, or other suitable material)	6'	6'	6'	6'
Cafe/Shy Zone	6'	6'	2'	See Stoop/Landscape Zone
Stoop/Landscape Zone	n/a	n/a	n/a	6' for Urban Residential Frontage Types
Paving Material & Concrete Curb	concrete w/ complimentary materials outside of Clear Walkway Zone	concrete w/ complimentary materials outside of Clear Walkway Zone	concrete w/ complimentary materials outside of Clear Walkway Zone	Concrete
Tree Planting Area Size	5' x 12' min.	5' x 12' min.	5' x 12' min.	5' x 12' min.
Continuous Planting/Utility Strip	Permitted	Permitted	Permitted	Permitted
Light Fixture - Carlisle Light (single globe or double globe)	Double with 16' poles	Double with 16' poles on main streets, single with 12' poles on secondary streets	Single with 12' poles	Single with 12' poles
Utilities (all underground and/or along rear lot line)	Yes	Yes	Yes	Yes
Crosswalks	thermoplastic markings (continental)	thermoplastic markings (continental)	thermoplastic markings (continental)	thermoplastic markings (continental)
Street Tree Spacing (average)	30' on center, coordinated with street light spacing; generally no closer than 12' from street trees	30' on center, coordinated with street light spacing; generally no closer than 12' from street trees	30' on center, coordinated with street light spacing; generally no closer than 12' from street trees	30' on center, coordinated with street light spacing; generally no closer than 12' from street trees

Note: See Rosslyn-Ballston Corridor Streetscape Standards (updated 2007 or any subsequent updates) for additional details and installation methods

* Streetscape exemptions may apply only to frontages directly adjacent to structures called for historic preservation; all other streetscape areas should be consistent with the streetscape guidelines.

loading, the streetscape should at a minimum maintain the designated clear width for sufficient pedestrian travel. Pedestrian access to and from the parking areas should be featured as part of the façade and site design with good wayfinding where needed, and be welcoming and safe.

Crosswalks. The pedestrian network continues through each street to the next block with a clearly defined and visible pedestrian crossing. The crosswalk width should be a minimum of 10' wide, with wider crosswalks considered at locations with high pedestrian volume, traffic speed, and visibility constraints. In most instances, two curb ramps should be placed on each corner, both leading directly into the crosswalk. The crosswalk path itself should be oriented to be as short as possible, while also directing pedestrians towards the intended corner.

Street Trees. While it is important to retain continuity along the streetscapes with similar tree species, it is also important to provide species diversity to sustain healthy trees and the tree canopy in Clarendon. Where recent redevelopment projects have initiated a street tree selection on a particular street segment, the same species should generally be used for continuity, with different species on different sides of the block. Where redevelopment has not yet occurred, new tree species could be introduced to provide variation in the tree form, coloring, and shade levels.

In addition, the enhancement and expansion of Clarendon's street tree network provides great potential to achieve the many environmental, economic, and social benefits offered by Arlington's urban forest. As an overall goal, the County should strive to achieve at minimum 15 percent tree canopy coverage (as recommended by the Urban Forest Master Plan) in Clarendon through ongoing installation and maintenance of street trees, in concert with the trees planted on private property and public open spaces in the sector.

Bus Stops & Shelters. See Transportation and Parking section in Chapter 2.

Wayfinding & Interpretive Signs. Pedestrian and vehicular wayfinding signs were installed in and around Clarendon as part of the Rosslyn-Ballston Corridor-wide program implemented by Arlington County. More recently, the County installed supplemental parking wayfinding signs at select locations throughout Clarendon. The need for new and/or supplemental wayfinding signage may be examined as the need arises.

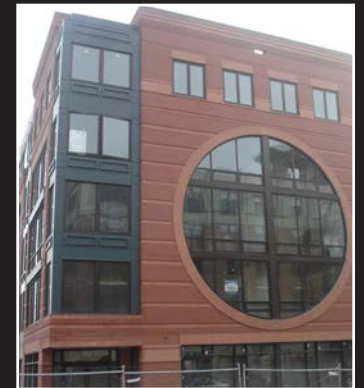
WAYFINDING & INTERPRETIVE SIGNS

Figure 3.14



Integrated wayfinding and interpretation systems help guide visitors to destinations and reveal interesting stories about a place and its people.

4. IMPLEMENTATION MATRIX



IMPLEMENTATION MATRIX

The Implementation Matrix for the Clarendon Sector Plan lists the proposed recommendations, time frames for accomplishment, agency(ies) responsible for implementation (lead agency shown in **bold**), and the mechanism(s) to help achieve the recommendation.

Timing:
C - Completed
O - Ongoing
ST - Short Term (immediately or within 1 year)
LT - Long Term (3 years or longer)

Implementing Agencies:

AED - Arlington Economic Development
ACFD- Arlington County Fire Department
CPHD - Community Planning, Housing and Development
DES - Department of Environmental Services
DPR - Department of Parks and Recreation

Mechanisms:

CIP - Capital Improvement Program
Operating - County Operating Expenses
Other - Grants, Private Contributions, etc.
Special Exception - Site Plans and/or Use Permits as specified in the Zoning Ordinance

CLARENDON SECTOR PLAN

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Density					
I	Eliminate the additional 1.0 FAR incentive for residential uses in areas designated "Medium Density Mixed-Use" and zoned "C-3" and "C-R".	GLUP Changes (See Map 4.1 and 4.2)			
		A. Change the Legend for the "Medium Density Mixed-Use" designation to reflect the removal of the additional 1.0 F.A.R. for residential development.	C		
		B. Amend "Note 12" to indicate boundary changes to the "Clarendon Revitalization District"; add language that indicates limited building heights within Clarendon.	C	CPHD	
		C. Amend "Note 2" to remove the information pertaining to the town house style commercial/residential development and reserve this Note number for a future GLUP note. Reference the preferred vision for the south edge of 10 th Street in the "Clarendon Revitalization District" paragraph in the GLUP booklet.	C	CPHD	
		D. Remove the "Commercial Townhouse District" in the GLUP booklet and amend the "Clarendon Revitalization District" and the "Special Coordinated Mixed-Use District" paragraphs to reflect a consolidation of text; new policy goals and objectives; new provision including: density credits for building preservation, optional increased density provisions, and a special use permit review process; and, new heights limits for the Clarendon station area.	C	CPHD	
		E. Amend the Clarendon Metro Station Area box on the back of the GLUP Map to reflect the key features of the Clarendon Sector Plan.	C	CPHD	
		F. Amend the Rosslyn-Ballston Corridor section on the back of the GLUP Map to reflect an update to information regarding the adoption of the 2022 Clarendon Sector Plan.	C/ST	CPHD	

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Density				
1 cont	G. Amend "Note 1" to remove the information pertaining to height and reserve this Note number for a future GLUP note; height limits for the entire Clarendon area will be referenced in Note 12 and the "Clarendon Revitalization District" paragraph in the GLUP booklet.	C	CPHD	
	H. Remove the "General Location of Open Space" symbol north of Wilson Boulevard along Hudson Street to allow development to occur in a form consistent with the Clarendon Sector Plan's goals and objectives (Blocks 8-11).	C	CPHD	
	I. Concurrent with the Master Transportation Plan Amendment to realign the 13 th Street and Washington Boulevard intersection, move and connect the existing median designated as "Public" to the southeast corner of the blocks bordered by N. Jackson Street, Washington Boulevard, and N. Kirkwood Road to create a new urban park (Block 15).	C	CPHD	
	J. 1) Add the "stipple" pattern to the area designated "Public" at the northeast corner of the block bordered by 13 th Street N., N. Hartford Street, 12 th Street N., and N. Hudson Street (Block 7) to indicate expansion of an existing public park, and 2) remove the "stipple" pattern on the "Medium Density Mixed-Use" designation to the south.	C	CPHD	

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Density				
1 cont	<p>K. 1) Change the land use designation for the southeast corner of the block bordered by Clarendon Boulevard, N. Fillmore Street, 11th Street N. and N. Danville Street from “Low” Residential (11-15 u/a) to “Public”; add the “stipple” pattern to indicate a public park owned by the County and remove the “General Location of Open Space” symbol (Block 37); and 2) Undertake a naming process with the community to name the park along 11th Street on the south edge of the Clarendon Market Common development.</p>	<p>1) C 2) ST</p>	<p>1) CPHD 2) DPR</p>	
	<p>L. For the purpose of identifying properties where proposed special regulations and incentives are applicable, such as density credits for building preservation, optional increased density provisions, special use permit processes, and limitations on by-right townhouse development, amend the boundary of the “Clarendon Revitalization District” to include the properties:</p> <ol style="list-style-type: none"> 1) designated “Service Commercial” and “Medium Density Mixed-Use” north of Wilson Boulevard between Highland Street and Danville Street (Blocks 1-3); 2) proposed “Medium Density Mixed-Use” (currently planned “Semi-Public” and “Public”) bordered by Washington Boulevard, Kirkwood Drive, Fairfax Drive, 10th Street N., and Wilson Boulevard (Blocks 16-19); 3) designated “Low-Medium” Residential south of 10th Street N. between N. Irving Street and N. Fillmore Street; and 4) designated “Service Commercial” bordered by N. Fillmore Street, Washington Boulevard, and 9th Street North (Block 44). 	<p>1) C 2) C 3) C 4) C</p>	<p>CPHD</p>	
	<p>M. Add the “General Location of Open Space” symbol to 1) the eastern end of Fairfax Drive (Block 16), 2) along Fairfax Drive, and 3) to the Triangle Park site and adjacent private property (Block 19) to facilitate retention and expansion of public space; and 4) Change the land use designation for the block bordered by Washington Boulevard, Wilson Boulevard and Fairfax Drive (Block 16) from “Semi-Public” to “Public” at West End Plaza public space.</p>	<p>1) C 2) ST 3) ST 4) ST</p>	<p>CPHD</p>	<p>Special Exception</p>

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Density					
1 cont	<p>N. 1) Change the land use designation for the block bordered by the proposed 10th Road, N. Irving Street, N. Hudson Street, and 10th Street N. from "Government and Community Facilities" [County, state and federal administration and service facilities (police, fire, property yard, etc.). Hospitals, nursing homes, and institutional housing, Utilities, military reservations, airports, etc.] to "Medium Density Mixed-Use" [3.0 F.A.R. with special provision for additional density] to allow mixed-use development; and 2) change the southern portion of the block from "Government and Community Facilities" to "Medium Density Mixed-Use" and "Public" [Parks (Local, regional, and federal). Schools (public). Parkways, major unpaved rights-of-way. Libraries and cultural facilities.] to allow mixed-use development and a new urban park (Block 23).</p>	○	CPHD	Special Exception	
	<p>O. Change the land use designation for the block bordered by Washington Boulevard, N. Kirkwood Road, and Fairfax Drive from "Semi-Public" [County clubs and semi-public recreational facilities. Churches, private schools and private cemeteries (predominant use on block)] to "Medium Density Mixed-Use" to allow mixed-use development (Block 17).</p>	○	CPHD	Special Exception	
	<p>P. Change the land use designation for the block bordered by Wilson Boulevard, Fairfax Boulevard, and east of the Dominion Energy Substation (Blocks 18-19) from "Public" to "Medium Density Mixed-Use" to reflect private property, consistent land use designations, and allow for consideration of TDR given the building preservation policies.</p>	○	CPHD		
	Zoning Ordinance Amendment				
	<p>Q. Modify "C-3" (by-right regulations) to create incentives for new streets and streetscape conditions per the sector plan recommendations</p>	C	CPHD		

CLARENDON SECTOR PLAN

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Density				
1 cont	R. Modify the ACZO to create a new density provision for building preservation. (See ACZO §9.2)	C	CPHD	
	S. Modify "C-3" and "C-R" zoning districts, Special Exception uses, to provide an appropriate zoning tool consistent with the sector plan policies and guidelines. Changes should include: modifications to remove consolidation incentives; new maximum density limits with allowances for additional density; new use mix requirements; and new maximum building heights. (See ACZO §9.2)	C/ST	CPHD	
	T. Create new and/or modify existing zoning tools for use in the edges of Clarendon to implement the refined vision, adopted policies, and building form guidelines such as creating a new Special Exception Site Plan option in the "C-2" and "C-TH" districts. (See ACZO §10.2.5)	C	CPHD	
2	Establish maximum density levels for all blocks in the Clarendon Sector Plan area.	Adopt proposed GLUP and Zoning Ordinance amendments identified in Policy #1.A through 1.T.	C	CPHD
3	Allow for optional increases in density, at the County Board's discretion, on any site in the Clarendon station area in return for community benefits including but not limited to building preservation, affordable housing, green building design (LEED), and/or public open space. The increased density may not result in a modification of the maximum building height unless otherwise noted in Adopted Policies 5-7 below.	Through redevelopment processes, work with developers to gain community benefits and be compliant with the adopted sector plan.	O	CPHD Special Exception

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Density					
4	Affirm that Site Plan projects in Clarendon will be subject to the provisions of the affordable housing ordinance, including those related to density above the General Land Use Plan.	A. Continue to apply the Affordable Housing Ordinance and negotiate for additional committed affordable housing units using bonus density within redevelopment projects.	○	CPHD	Special Exception
		B. Continue to pursue opportunities to preserve affordable housing using County funding or other funding sources for conservation efforts of aging garden apartments in the Clarendon station area or adjacent neighborhoods	○	CPHD	Special Exception/ Other
Receiving Sites					
5	The County Board may consider increasing the maximum density levels described in Policy #3; however, the maximum building height may not be exceeded except for four sites as noted in Policy #6. Such increases will not be allowed to modify projects approved before February 28, 2006	Adopt proposed GLUP and Zoning Ordinance amendments identified in Policy #1.A through 1.T.	C/ ST	CPHD	
6	On Blocks 22, 23, 30, and 33, the County Board may consider increasing the maximum building height as well as the maximum density level in return for the provision of community benefits.	Adopt proposed GLUP and Zoning Ordinance amendments identified in Policy #1.A through 1.T.	C/ ST	CPHD	
7	On Blocks 35 and 36, the County Board may consider, permitting the transfer of density from other areas or sites in Clarendon to these blocks in return for community benefits. Such density would be permitted only within the height limits as shown on the Maximum Heights Map. (7)	Adopt proposed GLUP and Zoning Ordinance amendments identified in Policy #1.A through 1.T	C/ ST	CPHD	

CLARENDON SECTOR PLAN

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Use Mix					
8	Establish recommended land uses for the Clarendon Metro Station area as shown on Map 2.5. Ten areas will be designated as Prime Office sites where a minimum amount of commercial uses (60%) will be expected in the site's base density.	A. Through redevelopment processes, implement the Use Mix policies to achieve the desired use mix in Clarendon.	O	CPHD AED	Special Exception
	B. Develop an office marketing plan for the Clarendon area to attract diverse office tenants.	C	AED		
9	Only residential uses should be considered along the south edge of 13th Street (Blocks 9, 11, 13, and 14) where development is adjacent to single-family residential uses and fronts on a secondary street.	Through redevelopment processes, implement the Use Mix policies to achieve the desired use mix in Clarendon.	O	CPHD AED	Special Exception
10	A minimum of 20% commercial use should be retained on Blocks 7 and 8 in an effort to facilitate the preservation of the existing historic commercial character.				
11	Designate specific areas for ground-floor retail and retail equivalents as shown on Map 2.51 and consistent with the adopted 2015 Arlington County Retail Plan.	A. Through redevelopment processes implement the Use Mix policies to design, build, and attract new retail or retail equivalent space and continue to promote pedestrian connections to and through Clarendon.	O	CPHD AED	Special Exception
		B. Through redevelopment processes, implement the Frontage Types guidelines to create diverse retail or retail equivalent spaces with a diverse mix of spaces and rental or ownership pricing.	O	CPHD AED	Special Exception
		C. Continue to provide business and location assistance for the existing and potential retailers in an effort to retain and attract small, local independent retailers and restaurateurs to the Clarendon submarket.	O	AED	Special Exception

	Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
11		D. Continue to work with the property owner of 3100 Clarendon Blvd. to evaluate the plaza design and identify design measures that could improve the plaza's use and continuity with Central Park across Clarendon Blvd.	C	AED CPHD DPR	Special Exception
		E. Collaborate with the property owner at 3033 Wilson Blvd. to enhance the current plaza. Develop a retail kiosk in the plaza through a public-private partnership.	C	AED CPHD DPR	CIP/Other
Building Preservation					
12	Identify buildings for full or partial (frontage or façade) building preservation. However, the County Board, with input from HALRB, may consider alternative design proposals in order to consider unusual circumstances or the extent to which new development may impact a preserved structure, including proposals to modify the type (or category) of preservation and adjustments to the below-mentioned Step-Back Adopted Policies #28-31.	Work with property owners, developers, and HALRB to preserve buildings or partial buildings through redevelopment activities.	O	CPHD	Special Exception
13	Obtain recommendations from the HALRB on the design and extent of any preserved structure located in a site plan proposal, as listed below, including recommendations on the effectiveness of the overall project in providing an appropriate context for the preserved structure.				

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Building Preservation				
14	<p>Maintain the ensemble of buildings/ facades/ frontages, as the importance of many structures comes from the context of adjacent buildings. If frontages/ facades are preserved, special features such as recessed entrances/windows, flooring details (i.e., terrazzo) are considered important, necessary, and may be sought to be preserved. The County Board, with input from HALRB, will determine whether a Facade will be removed and/or replaced.</p>	See above.	See above.	See above.
15	<p>Where a proposal includes preservation of a structure, the style, materials, and heights of new structures should be informed by the style and materials of the preserved structure.</p>			
16	<p>Establish a density incentive for building preservation based directly on the amount of preservation proposed. For full building preservation, the rate is 500% for the first 10,000 square feet of building area preserved and 300% for any remaining square footage preserved. For Frontage and Façade preservation, the rate is 500% for the amount of square footage preserved.</p>	Adopt proposed GLUP and Zoning Ordinance amendments identified in Policy #1.A through 1.S.	C	CPHD

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Building Heights, Tapers, and Step-Backs					
17	Apply the height tapering provisions as set forth in the "C-3" and "C-R" zoning districts and 1990 Clarendon Sector Plan Addendum and 2006 Sector Plan, except for Blocks 17, 21, and 23.			CPHD	Special Exception
18	Establish a maximum height (in feet) for all blocks in Clarendon.				
19	Establish a maximum number of floors to be permitted within the specified height limits, unless otherwise noted in Policy #5.				
20	Establish a minimum structural clear height (15') for ground-floor retail. Structural clear height is defined as the space bounded by the top of one slab, or other structural portion of one floor; and the bottom of the next slab, or structural portion of a floor:				
21	Allow for optional increases in building height, at the County Board's discretion, for a limited number of sites in the Clarendon station area in return for community benefits including but not limited to building preservation, green building design (LEED), affordable housing, and public open space.				

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Building Heights, Tapers, and Step-Backs				
22	Where part of a block exceeds 60 feet in height, there should be a step back of approximately 10 feet, and the step back should be implemented somewhere above the 1st floor and always include a step back of the entire 5th floor of a building, along designated frontages; however the depth of the step back may be modified on smaller sites.	○	CPHD	Special Exception
23	It is not the goal to have a uniform step back height; variation is desirable.			
24	For projects that achieve full building preservation, alternative designs could be considered.			
25	Where a façade or frontage is preserved, the step-back should be designed in a manner sufficient to achieve the intended historical character.			
Public Spaces				
26	Strive to design public spaces with the goal of achieving 40% tree canopy where possible, to provide shade and connection with nature.	○	CPHD DPR	Special Exception
27	Block 2: Designate the space at the northeast corner of Fillmore and Wilson Boulevard for additional café seating along the streetscape rather than as a specific public open space.	○	CPHD DES AED	Special Exception

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Public Spaces					
28	Block 7: Indicate a park between N. Hartford and Herndon Streets south of 13th Street.	A. Complete the 13 th & Herndon Park master plan and obtain County Board approval.	C	DPR	Other
		B. Implement 13 th & Herndon Park master plan.	C	DPR	CIP
29	Block 15 Indicate a new park adjacent to the proposed reconfigured intersection of 13th Street and Washington Boulevard.	As transportation improvements and redevelopment efforts proceed, reconfigure streets and rights-of-way to create a new 13th Street & Washington Boulevard Park adjacent to the intersection of 13th Street North and Washington Blvd.. (See #40B for transportation improvements).	O	CPHD DPR DES	Special Exception
30	<p>Blocks 16, 17, 18, and 19: Create a linear park and expand/enhance existing public spaces.</p> <ul style="list-style-type: none"> Design plaza on the east end of Fairfax Drive with a mix of hardscape and landscape areas, which could be used for public gatherings and recreational activities as well as provide additional relief from the surrounding built environment. As determined through a future park planning process, close the existing vehicular access to Fairfax Drive from Wilson Boulevard 	In coordination with redevelopment projects, develop a master plan to create the proposed West End Plaza at the eastern end of Fairfax Drive and linear park along Fairfax Drive.	LT	CPHD DPR DES	Special Exception/ Other/CIP
		Implement the master plan once funding is secured.			

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Public Spaces				
30 cont	<ul style="list-style-type: none"> Convert existing Fairfax Drive and the parking area to a new linear park with a shared street and an enhanced bicycle facility. Design the future park as a multiuse space and incorporate biophilic design principles to support casual use and connection with nature. Design space between former Clarendon Citizens Hall (now Northside Social) and Kirby Garage (now T & J Auto Body) buildings for pedestrians and bicyclists as well as for service access to buildings; defer designation for through-traffic until future review of adaptive reuse of historic structures can be determined; allow vehicular access for emergency access if needed.. 		DPR DES	

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Public Spaces				
30 cont	<p>Blocks 16, 17, 18, and 19 continued:</p> <ul style="list-style-type: none"> Expand the existing Triangle Park through relocation of the County Smartscape facility and future land acquisition of adjacent private sites. Relocate County Smartscape facilities to another location in or within close proximity to the Rosslyn-Ballston Corridor; or other appropriate site to meet the program's needs, if/when necessary to facilitate the proposed public space improvements. 	See above		

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Public Spaces					
31	<p>Block 23: Indicate a new urban park along the north edge of 10th Street North between N. Hudson and N. Irving streets to be realized through determination of a preferred land use scenario for fire station, public space, housing, or some combination.</p> <ul style="list-style-type: none"> As redevelopment projects are proposed within close proximity to the County-owned site, or if properties arise for land acquisition, strive to relocate Fire Station 4 to a location that meets the Fire Department's siting and program needs in order to create a proposed public space adjacent to an affordable housing project (Figure 2.18). If an affordable housing project proves to be unsuccessful, the entire site could become public space (Figure 2.19). If the relocation of Fire Station 4 is not feasible, and if a fire station is replaced on-site, continue to explore both ground level and rooftop public space opportunities (Figure 2.17). Recapture potential density from open space area in other redevelopment projects on the block or in the Clarendon Metro Station area 	<p>Determine the preferred location for Fire Station 4 and pursue one of three scenarios to facilitate replacement of Fire Station 4 and achievement of affordable housing and/or public space.</p>	ST	<p>DPR CPHD DES ACFD</p>	<p>PFRC or Special Exception</p>

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Public Spaces					
31 cont	<ul style="list-style-type: none"> Design and construct public space to accommodate a mix of uses including recreational uses and provide new landscape plantings to enhance the tree coverage in Clarendon. 	ST			
	<ul style="list-style-type: none"> As a long term option, if additional land use tools or resources become available in the future and the development capacity from the Verizon property could be accommodated elsewhere in Clarendon, continue to evaluate the possibility of expanding the planned public space space to the south edge of the proposed 10th Road. 	LT			
32	<p>Blocks 25 and 26: Continue to indicate a public space pocket park/plaza at the corner of Edgewood Street and Clarendon Boulevard to balance the existing plaza adjacent to the Clarendon Education Building on the northwest corner of this intersection.</p>	<p>In the future, if and when redevelopment occurs, create a new plaza at the corner of Clarendon and Edgewood to complement the other plazas at this intersection.</p>	LT	CPHD DPR	Special Exception

CLARENDON SECTOR PLAN

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Transportation					
33	<p>Incorporate the locations and character for new streets, changes to existing streets, removal of selected streets, and the addition of new bikeways into the Master Transportation Plan as per the amendments approved by the County Board on February 28, 2006.</p>	Amend the Master Transportation Plan.	C	DES	
34	<p>Improve the safety and quality of pedestrian travel through the following actions: provision of sidewalks with sufficient clear zones and adequate space for tree planting and street furniture; the minimization of crossing distances for pedestrians through the narrowing of travel lanes and incorporation of curb extensions; and the incorporation of street trees and on-street vehicular and micro-mobility parking as a buffer against moving traffic.</p>	Implement the Streetscape recommendations to design and build new streetscapes and enhance existing walkways. Continue to improve pedestrian connections to and through Clarendon	O	CPHD DES DPR	Special Exception

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Transportation					
35	Reduce areas of pavement dedicated to motor vehicle travel to the greatest extent possible while accommodating necessary traffic volumes. Increase the amount of street space safely dedicated to pedestrian and bicycle travel, on-street vehicular or micro-mobility parking and loading, and, where appropriate, landscaped medians and public seating spaces.	Primarily through the development review processes and with additional CIP funding sources, design, engineer, and implement street and intersection improvements to narrow travel lanes, widen sidewalks, shorten the length of crosswalks and install bike lanes where appropriate. A. Develop engineering plans and construction timing schedules per the plan's specifications for the following streets or street segments to:	See #35-A1-A12 below		
		1. Improve Wilson Blvd.. (east of Washington Blvd..) to narrow travel lanes, widen sidewalks, and increase on-street parking where possible	C	DES	Special Exception/ CIP
		2. Enhance Wilson Blvd.. (between Washington Blvd.. and 10th Street) as redevelopment projects proceed on adjacent blocks.	ST	DES CPHD	Special Exception/ CIP
		3. Remove the free-right turn from eastbound Wilson Blvd.. to 10th Street and reconfigure the intersection. Will be implemented in coordination with Wilson Blvd. Phase III Capital Improvements project ranging from 10th Street N. to N. Kenmore St.	LT	DES	CIP
		4. Look for opportunities to narrow or repurpose Clarendon Blvd.. between Washington Blvd.. and N. Danville Street.	C	DES CPHD	Special Exception/ CIP
		5. Narrow Washington Blvd.. from Clarendon Blvd. to 10th Street as redevelopment projects proceed on adjacent blocks.	C	DES CPHD	Special Exception/ CIP

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Transportation				
35 cont	6. Enhance 10th Street from Barton Street to Fairfax Drive as redevelopment projects proceed on adjacent blocks and through County-initiated projects on non-developed property.	LT	DES CPHD	Special Exception/ CIP
	7. Narrow 13th Street between Washington Blvd. and N. Highland Street as redevelopment projects proceed on adjacent blocks and through County initiatives.	C/ ST	DES CPHD	Special Exception/ CIP
	8. Reconfigure Fairfax Drive to a narrower one-way shared street with on-street parking, an adjacent enhanced bicycle facility, and the planned linear park.	LT	DES CPHD DPR	Special Exception/ CIP
	9. Remove the N. Irving St. leg from the Clarendon/Wilson/ Washington intersection (south approach) as redevelopment projects proceed on adjacent blocks, maintain a pedestrian connection through the existing right-of-way, and create a plaza.	C	DES CPHD	Special Exception
	10. Reconfigure the N. Irving Street segment north of the Clarendon/ Wilson/ Washington intersection as redevelopment projects proceed on adjacent blocks.	C	DES CPHD	Special Exception
	11. Narrow N. Hudson, N. Herndon, N. Hartford, N. Garfield, and N. Fillmore Streets as redevelopment projects proceed on adjacent blocks.	C	DES CPHD	Special Exception
	12. Narrow N. Highland Street as private redevelopment projects proceed on adjacent blocks and through County initiatives.	C	DES CPHD	Special Exception/ CIP

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Transportation					
36	<p>Maintain and improve system connectivity and site accessibility through the continued development of a network of local streets, including the westward extension of 12th Street, the development of new public streets between Wilson Boulevard and North Irving Street north of 10th Street, new public streets between North Irving and Hudson Streets south of Washington Boulevard, and a multimodal connection between Fairfax Drive and Wilson Boulevard.</p>	<p>Through the development review process, negotiate with developers to design and construct new local streets listed below and described in the plan to provide alternative circulation routes and locate parking and loading areas away from public view, avoiding conflicts with primary pedestrian walkways. If the County is unable to obtain the necessary new street right-of-way through development review, then the County may pursue public acquisition or other means to obtain the property:</p> <ol style="list-style-type: none"> 1. 12th Street North between North Hudson Street and Washington Boulevard; 2. 10th Road North between Hudson Street and Wilson Boulevard; and 3. Multimodal connection between T & J Auto Body and Northside Social sites to provide bicycle and pedestrian access between Fairfax Drive and Wilson Boulevard. 	C/ ST	DES CPHD	Special Exception/ CIP
37	<p>Minimize the impact of service access and loading on the street by specifying locations and time limits for on-street deliveries and, where possible, limiting service access to local streets and alleys.</p>	<p>Through redevelopment activities, locate service areas along local streets as specified to limit conflicts with vulnerable road users and maintain attractive streetscape conditions along main streets or alternative locations that minimize conflicts.</p>	O	DES	Special Exception

CLARENDON SECTOR PLAN

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Transportation					
38	Improve intersection operations and pedestrian safety through the evaluation and optimization of signal timing and the redesign of the following intersections: Washington Boulevard and 13th Street; Washington-Wilson-Clarendon Boulevards; Wilson Boulevard and 10th Street; Washington Boulevard and 10th Street; North Highland Street-North Hartford Street and Wilson Boulevard; and Kirkwood Road and Fairfax Drive.	A. 1) Remove the “underpass concept” from the Washington-Wilson-Clarendon Boulevards intersection currently specified in the Master Transportation Plan; and, 2) Design and reconstruct the intersection to narrow travel lanes and crosswalks.	1) C 2) C	DES CPHD	Special Exception/ CIP
		B. Redesign and reconstruct the intersection of Washington Boulevard and 13th Street North intersection to improve intersection alignment and pedestrian facilities. lks and simplify the overall design of the intersection.	ST	DES CPHD	Special Exception/ CIP
		C. Redesign and reconstruct the Wilson Boulevard, Clarendon Boulevard and Highland Street intersections to widen sidewalks and improve lane alignments.	C	DES CPHD	Special Exception/ CIP
		D. Redesign the Washington Boulevard and 10th Street North intersection to improve safety and operations for all street users.	LT	DES	CIP
		E. Redesign the Wilson Boulevard and 10th Street intersection to remove the turning lane from eastbound Wilson to 10th Street and shorten and enhances crosswalks. (See #35-A3 for funding information).	LT	DES	Special Exception/ CIP
		F. Redesign the Fairfax Drive and Kirkwood Road intersection to improve signal operation and safety for pedestrians, bicyclists, and vehicles. Will be implemented in coordination with 39.A.	LT	DES CPHD	Special Exception
		G. Evaluate the provision of new traffic signals when warranted as part of future site plan projects.	O	DES	Special Exception
39	Provide a network of bicycle facilities to enable safe and convenient bicycling and micro-mobility travel to and through Clarendon. Provide abundant, well-designed and convenient bicycle and micro-mobility parking within Clarendon’s commercial areas.	A. Redesign North Kirkwood Road between Washington Boulevard and Fairfax Drive to include bike lanes . Will be implemented in coordination with 38.F.	LT	DES	CIP
		B. Develop a master plan for conversion of Fairfax Drive consistent with the plan.	LT	CPHD DES DPR	Special Exception/ CIP

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Transportation				
39 cont	C. Through public and private redevelopment initiatives accommodate and install bicycle racks and on-street corrals that meet County standards..	○	DES CPHD	Special Exception/ CIP
40	A. Construct bus nubs with waiting areas and informational signs consistent with the plan at the Clarendon Blvd./Highland St., Clarendon Blvd./Edgewood St., Wilson Blvd./Fillmore St., Wilson Blvd./Garfield St., and Wilson Blvd./Highland St. intersections.	C	DES	CIP/ Federal Grant
	B. 1) Construct a new canopy over the Clarendon Metro station entrance to provide shelter and to create an iconic symbol for the Clarendon station area; 2) Work with the community to complete redesign efforts of Clarendon Central Park from the Metro escalator to the Metro elevator to provide enhanced waiting areas, bicycle parking improvements, and information displays	1) C 2) C	DES DPR CPHD	1) N/A 2) CIP
	C. Improve access to the Metro entrance with improved crosswalks, ADA curb ramps, and designated kiss-and-ride zone.	C	DES	CIP
	D. As redevelopment proceeds, augment the existing bus service to and through Clarendon.	○	DES	Operating
41	A. Continue to work with the management of new Clarendon developments to implement the TDM related site plan conditions and policies in effect and to provide funding assistance for the County's TDM program.	○	DES CPHD	Special Exception
	B. Continue to work with developers to review site plan on a case- by-case basis to mitigate site impacts per the County TDM policy.	○	DES CPHD	Special Exception
	C. Implement planned improvements across Arlington for transit services, commuter services, and multi-modal transportation improvements.	○	DES	Operating

CLARENDON SECTOR PLAN

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)
Transportation				
41 cont	D. Encourage active membership of residential properties, employers, and institutional properties with Arlington County Commuter Services programs such as Arlington Transportation Properties.	○	DES	Operating
	E. Enforce and monitor properties with TDM related site plan conditions. The County should document performance of properties with TDM site plan conditions to inform future site plan development review.	○	DES CPHD	Special Exception/ Operating
42	Continue efforts to reduce traffic congestion, reduce the demand for parking, provide for maximum use of existing public transit and high-occupancy vehicle (HOV) infrastructure, improve environmental quality and improve mobility.	See #41 above		
43	Enhance multimodal facilities and accommodate curb space demands through reconstruction/reconfiguration of the travel ways.			
Parking and Curbspace Management				
44	Work with project applicants to design parking to meet their anticipated needs generated by the envisioned land use mix proposed in the plan.	A. Continue to negotiate with developers to gain parking spaces allocated for use by the public for commercial uses and visitor parking at appropriate days and times.	○	CPHD DES Special Exception

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Parking and Curbspace Management					
44 cont	B. Through the redesign of streets, maximize on-street parking spaces to facilitate higher quantities of short-term vehicular and micro-mobility parking distributed through Clarendon commercial areas	○	CPHD DES	Special Exception/ Operating	
	C. Deploy Performance-Based Parking Pilot Project in Arlington’s Metro corridors, including Clarendon.	ST	DES CPHD		
	D. Analyze potential adjustments to the Zoning Ordinance to create standards for parking relief for preserved structures.	C	DES CPHD		
45	Ensure new parking facilities, are designed to minimize conflicts between vehicles and pedestrians.	Through redevelopment processes, implement the Frontage Type recommendations to locate parking access areas to the greatest extent possible away from primary pedestrian routes and also work with developers to locate parking that can be used by the public and/or visitors to projects as close as possible to first level of a parking garage with convenient access to sidewalks and primary building entrances.	○	DES CPHD	Special Exception
46	Increase the application of shared parking to provide visitors to Clarendon options to park once and walk to multiple destinations.	Continue working with developers to effectively locate and sign any parking areas that can be accessed by the public. Work with developers to provide and improve real-time information on parking space occupancy to increase utilization, allow users to easily find and access available spaces, and reduce local traffic circling for parking.	○	DES	Special Exception

Policy (#)	Strategy/Actions	Timing	Implementing Agency(ies)	Mechanism(s)	
Parking and Curbspace Management					
47	Facilitate reduced parking requirements, shared parking, or new underground connections to parking where redevelopment parcels are irregularly shaped or sized such that would otherwise limit the viability of new underground parking.	Work with developers when designing projects to explore options for parking reductions, shared parking, and underground connections.	○	DES CPHD	Special Exception
48	Price on- and off-street public parking to encourage efficient use, account for the public cost of providing parking, and to minimize the incentives to drive personal vehicles.	Continue to review the supply and demand for parking in Clarendon and adjust pricing of County-provided public parking to sustain an optimum level of use.	○	DES	Operating














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CLARENDON SECTOR PLAN

GENERAL LAND USE PLAN

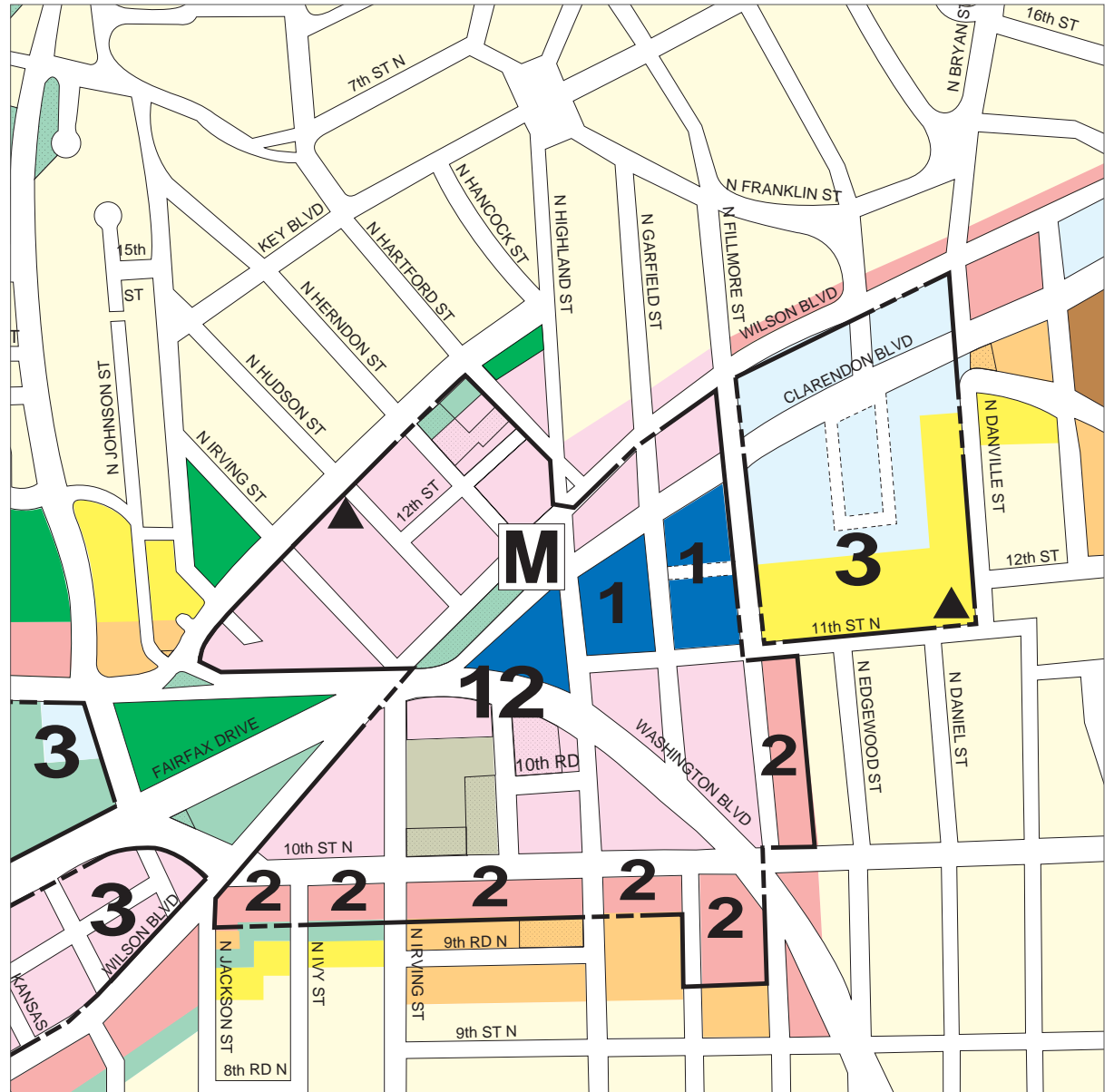
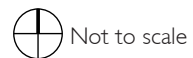
Prior to 2006 Clarendon Sector Plan Adoption

Map 4.1

-  Low Residential (1-10 Units/Acre)
-  Low Residential (11-15 Units/Acre)
-  Low-Medium Residential (16-36 Units/Acre)
-  Service Commercial
-  Public
-  Semi-Public
-  Government and Community Facilities
-  Low Office-Apartment-Hotel
-  High Office-Apartment-Hotel
-  Medium Density Mixed-Use
-  Clarendon Metro Station
-  General Location for Open Space
-  Public Ownership

General Land Use Plan Notes:














1. All structures in this area will be restricted to 110 feet in height.
2. Commercial Townhouse District
3. Special Coordinated Mixed-Use District
12. Clarendon Revitalization District



GENERAL LAND USE PLAN

Amendments Adopted December 2006 and April 2022

Map 4.2

-  Low Residential (1-10 Units/Acre)
-  Low Residential (11-15 Units/Acre)
-  Low-Medium Residential (16-36 Units/Acre)
-  Service Commercial
-  Public
-  Semi-Public
-  Government and Community Facilities
-  Low Office-Apartment-Hotel
-  High Office-Apartment-Hotel
-  Medium Density Mixed-Use
-  Clarendon Metro Station
-  General Location for Open Space
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General Land Use Plan Notes:
 3. Special Coordinated Mixed-Use District
 12. Clarendon Revitalization District



PHOTO CREDITS

Unless otherwise noted below, all graphic materials are prepared by Arlington County, Department of Community Planning, Housing, and Development and/or the Project Team.

1. Introduction

View of Clarendon at Christmas Time 1930s-1940s; *Virginia Room, Arlington Public Library*.....1.1

2. The Clarendon Plan

2825 Wilson Boulevard, Kenyon-Peck, Inc. Postcard; *Image courtesy of Gail Baker, Arlington, Virginia*.....2.40

Clarendon Station with Trolley, Circa 1904; *Virginia Room, Arlington Public Library*.....2.40

Rees Building (undated); *Virginia Room, Arlington Public Library*.....2.40

Postcard of the Masonic Temple building (undated), 3193 Wilson Boulevard; *Image courtesy of Gail Baker, Arlington, Virginia*.....2.40

Rucker Building (undated); *Virginia Room, Arlington Public Library*.....2.40

International Order of Odd Fellows Building, May 1980; *Virginia Room, Arlington Public Library*.....2.40

Aerial view of Clarendon area, Post-1950; *Virginia Room, Arlington Public Library*.....2.86

Clarendon Circle, Circa 1962; *Virginia Room, Arlington Public Library*.....2.86

3. Urban Design Guidelines

Luminous Bodies by Cliff Garten; *Arlington County, Public Art Program*.....3.12

Fire Lines by David & Eli Hess; *Arlington County, Public Art Program*.....3.12

Floral Sky by Michael Kalish; *Arlington County, Public Art Program*.....3.12

Dressed Up and Pinned by Vivian Beer; *Arlington County, Public Art Program*.....3.12

Wonder Wander by Larry Kirkland; *Arlington County, Public Art Program*.....3.12

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